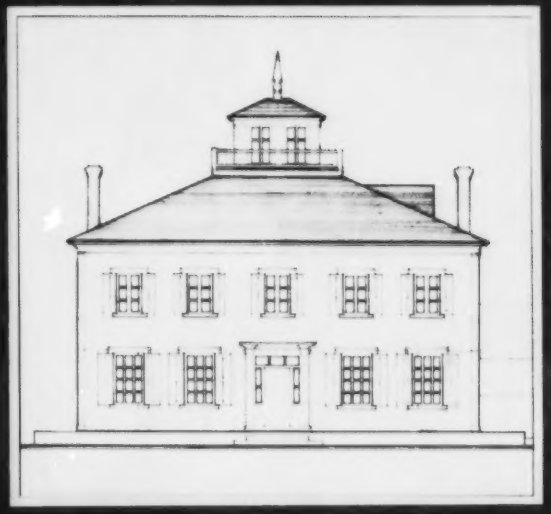

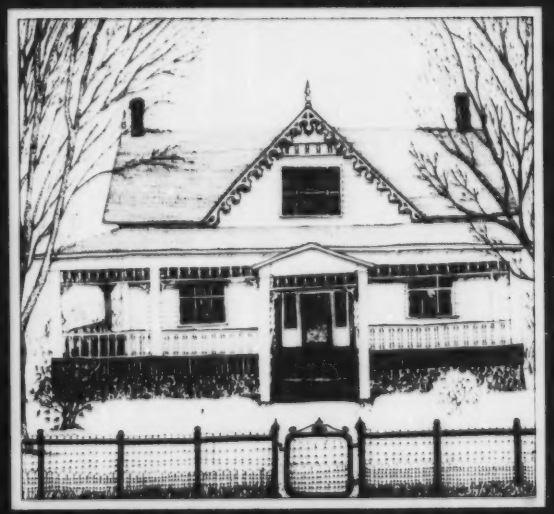

15 les cahiers du patrimoine

ARCHITECTURAL HERITAGE OF THE PONTIAC

Pontiac Heritage Group

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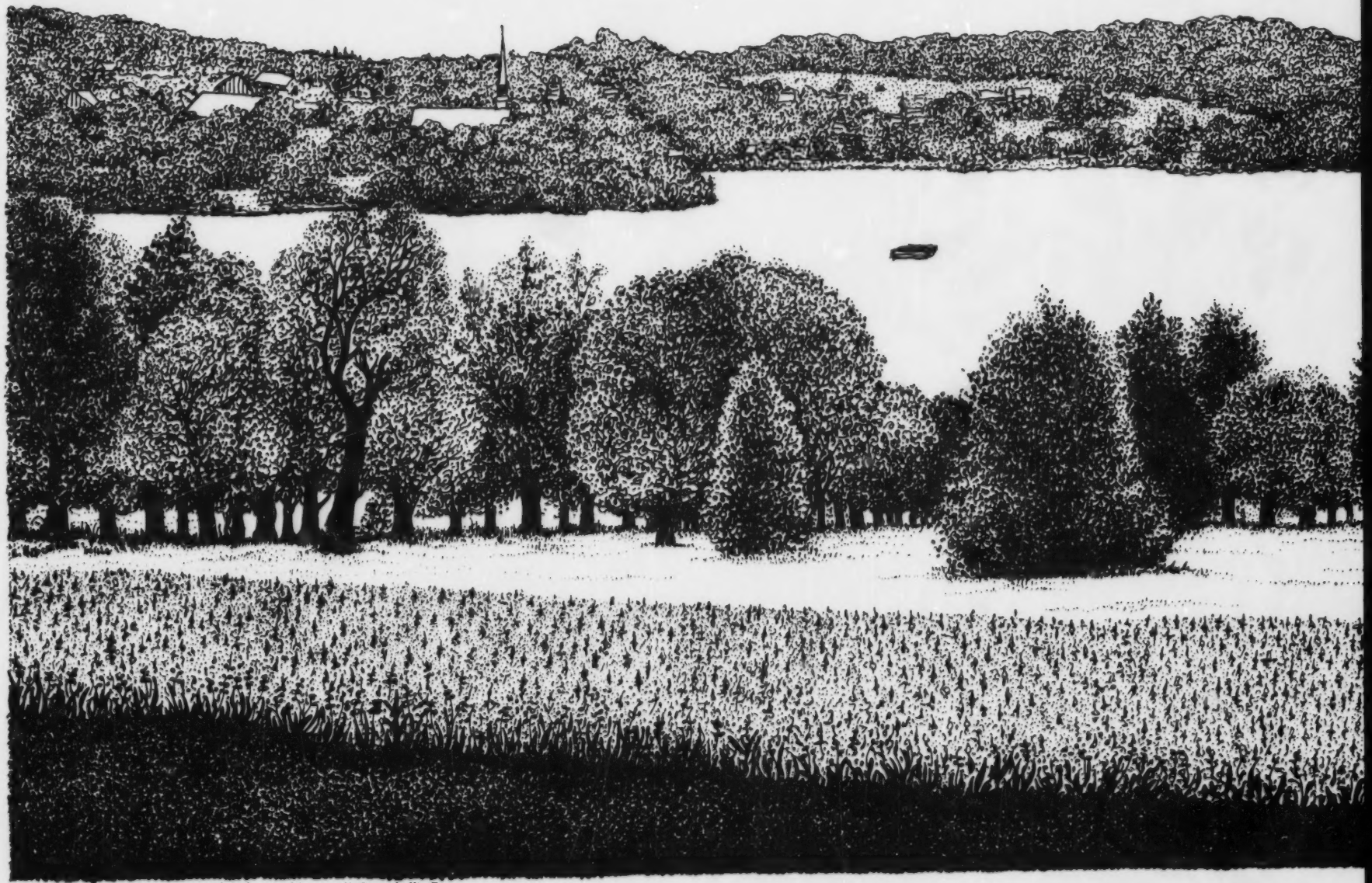

Ottawa River: view north toward Calumet, Vinton & Campbell's Bay

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ARCHITECTURAL HERITAGE OF THE PONTIAC

Pontiac Heritage Group

Pontiac Heritage Group

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Foreword

Architectural Heritage of Pontiac is a new work, born of close collaboration between the Pontiac Heritage Group and the gouvernement du Québec. It constitutes one of the tangible results of a cultural policy directed toward the involvement of local people in the protection and promotion of their heritage.

The excellent group directed by Philip Gabriel has produced a work which is truly remarkable as much for its identification of the architectural heritage of Pontiac County as for its description of that heritage. In this task the group enjoyed support — technical and above all, financial — from the Ministère des Affaires culturelles. The text, the photos, and especially the drawings bear eloquent testimony to the authors' attachment to and respect for their heritage, an attachment and a respect which are contagious. This work is already giving results which have gone far beyond merely making people aware of their heritage. First steps have been taken with a view to preserving that heritage; to those responsible, our congratulations.

May this work — the first published by the Ministère des Affaires culturelles on the heritage of Western Québec — serve to strengthen the ties uniting Québec's various regions and ethnic groups, by giving us all some insight into a heritage rich but little known.

Direction générale du patrimoine.

"In the words and deeds of the past there lies hidden a treasure that people may use to strengthen and elevate their own characters. The way to study the past is not to confine oneself to mere knowledge of history but, through application of this knowledge, to give actuality to the past."

I Ching

Preface

We are most fortunate, in Pontiac County, to live in an area rich in architectural heritage. This circumstance has, however, made difficult the selection of buildings to be included in this book. From the beginning, our intention has been to assemble a cross-section representing all walks of life, and although many fine architectural examples had to be omitted, we hope that a true sense of the feeling of Pontiac County in its many facets will be communicated. We have not attempted to produce a scholarly work of history or architecture. In fact, this collection evolved from a portable exhibit designed to reach the local community.

It is intended that, more than the aesthetic and cultural entertainment it may provide, this work will help foster an appreciation of the great value of the heritage of Pontiac County. Buildings that seem commonplace here would be considered rare treasures in less fortunate areas of North America where "progress" has eliminated the traces of earlier times.

In the Ottawa Valley, which possibly has the greatest concentration of log buildings in North America, it is hard to comprehend the great esteem in which any one of these homes or barns would be held just a few hundred miles away. The farms, which spread along the river and reach into every arable mountain valley, often contain the well preserved work of another generation, their function virtually unaffected by the passing years. The towns have an individuality shaped by their immediate locales — the spacious brick homes of Shawville, the diverse styles of wood houses in Quyon, or the variety of stone buildings in the picturesque and historic town of Portage-du-Fort. Throughout the Pontiac, many landmarks remain which give a remarkable insight into history, such as the Hudson's Bay Company post at Fort William, which is being restored, and the Bryson Farm House, home of the lumber baron, which is being developed by a group interested in its restoration for use as a community resource centre.

This project was an adventure of discovery for those involved. We hope that this book will help to instill pride in our architectural heritage and better understanding of our community.

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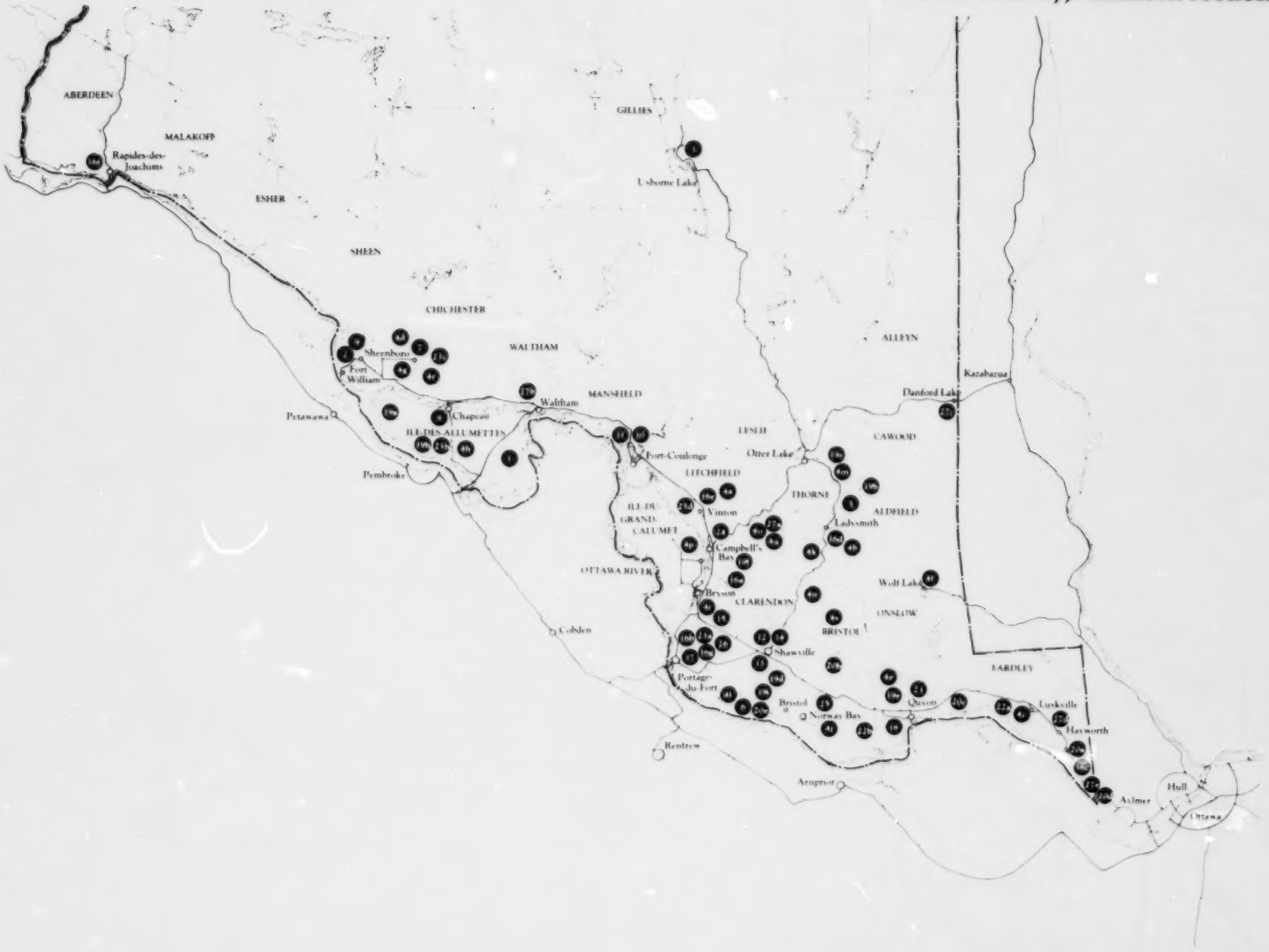
Pontiac County, southern section



Location of Pontiac County

Historical Introduction

Located in south-western Quebec, Pontiac County occupies an area of 24,000 square kilometres. Although it is one of the largest counties in the province, it is sparsely settled, the population totalling only 20,500.

While politically and administratively a part of Quebec, the Pontiac has always been closely connected to Ontario. The county is mostly English-speaking, and the inhabitants trace their ancestry to Scottish and Irish homesteaders. In a few municipalities, descendents of French, German or Polish-speaking settlers form the majority. Today, most people continue to find that they have more in common with their Ottawa Valley neighbours across the river than with the rest of Quebec. Indeed, the history of Pontiac County is fused with that of the Ottawa River — that majestic waterway which flows from its source through the Temiscamingue south-eastward into the St. Lawrence.

As recently as 11,000 years ago, Pontiac County was entirely covered with ice and water. As the great glaciers melted northward, the Upper Ottawa Valley was filled by a great inland sea fed by a mighty river directly connecting the Upper Great Lakes with the St. Lawrence and the ocean. In time, as the flow decreased, the river assumed its present course. In its flow through the Valley, the Ottawa River has witnessed at least 5,000 years of human history and an artery of transportation for the Indians, the explorers, the voyageurs and *coureurs de bois*, the settlers and the lumbermen. Before the arrival of the Europeans, several successive migrations of native peoples had settled along the river. These settlements were generally nomadic in character, and left few traces. In the early 17th century, it was the Algonquins and Hurons who travelled the Ottawa in their birchbark canoes. They built easily-moved houses out of woodland materials.

The French were the first white men to explore the Ottawa in their quest for furs, converts, and a north-west passage to the Far East. The presence of the white man stimulated the fur trade, and, because of its geographical location, the Ottawa acquired a great strategic importance in the rivalry between the French, the English and their Indian allies. Control of the waterway gave access to the lucrative fur country that lay beyond it to the north and west. Thus, the Ottawa bore flotillas of soldiers, as well as voyageurs and *coureurs-de-bois*, and was the scene of ambushes and massacres beside more peaceful trading practices.

By 1800, both government and private initiative were ready to undertake the colonization of the Ottawa Valley. The fur trade was moving further west and north, while the St. Lawrence valley was becoming overpopulated. The Ottawa then became the bearer of another kind of traffic. By the early nineteenth century, big paddle wheel steamers plied the river, bringing European settlers in search of new homes. There were three steamship lines. The first had its terminus near Quyon. From there a horse-drawn railway circumvented the powerful Chats Falls and connected to the next segment, which ran as far as Portage-du-Fort. There, an overland portage brought passengers and freight to a third section, covering the distance between Bryson and Chapeau. At stops all along the line, Crown Land offices were set up, one being the James Prendergast Farm in Clarendon, from which land was surveyed and applications processed.

The finest farm land, then as today, was the level band along the river where, for thousands of years, rich alluvial clay deposits accumulated following the retreat of the ice sheets. Some settlers, however, preferred the hilly country to the north, where the land was better drained and more ressembled the topography of their native lands.

The lumber industry appeared on the Upper Ottawa in the 1830's and hastened the demise of the fur trade. It encouraged the settler-farmer by furnishing semi-cleared land, seasonal employment, and a market for his produce. Seasonal work in the logging camps shaped the lives of the farmers, although mixed farming still provided for the family.

The river and its tributaries were vital to the timber trade. Great rafts of logs and squared timber were driven to market in Quebec each spring from increasingly distant "limits". Entire villages, such as Nickabeau, were built by the lumbermen. Towns flourished where the secondary rivers joined the Ottawa, as at Quyon and Waltham. At the mouth of the Coulonge River, Fort Coulonge became the lumber capital of the Pontiac. There, the Bryson Farm House was built to supply and control the logging traffic.

At first, the settlers put up simple structures, using logs almost universally for houses, barns, schools, churches, and shops. But with prosperity, other materials came into use. Fieldstone, which was found nearly everywhere, and local deposits of good quality limestone were put to use in buildings of all kinds. Clay deposits near Shawville were found to produce fine bricks, and two factories operated near the town, accounting for the predominance of brick homes. Local sawmills provided finished lumber for frame construction and sheathing.

As transportation by river was relatively slow, small industries flourished to provide for the local markets. There were cheese factories, grist mills and large maple syrup operations. Lumber was milled and fabricated into furniture, building materials, and fancy trim. Nearly all food was produced locally and sold in small village shops. Means of transportation were provided by wheel wrights, wagon, carriage and sled builders, and everywhere, the village blacksmith.

Now, time has again changed life in this portion of the Valley. The railroad, built in the 1880's, and the modern highways have provided links with a world where everything is meant to be efficient, organized, and accessible. But the river still flows by, slow and steady, and in many quiet places around Pontiac County, everyday life and values are still those of people who live close to the rhythm of nature.

"God made a song when the earth was new
water's laughter sings it true
Oh, wizard of changes,
teach me the lesson of flowing."
— The Incredible String Band

Indian shelters 1

It is not known when the first native peoples entered what is now the Pontiac. Our earliest archeological site, on Allumette Island, is dated by researchers at about 3,000 B.C.

These people, known to ethnologists as Laurentians, were traders and hunters. With the ending of the Great Lakes drainage via the Ottawa River due to rising land in the North Bay area, the Laurentian Indians were replaced by a group of tribes collectively known as Woodland Indians. Traces of several tribes are found during the time period 500 B.C. to the present. From these origins arose the Iroquoian and Algonquian people. Present Indians of Pontiac County trace their ancestry to these two nations of Woodland Indians.

All archeological evidence discovered so far suggests that Indians who have occupied this area were nomadic peoples who moved the location of their settlements frequently. Although Champlain in 1613 makes reference to Iroquois cultivating corn in the Cobden, Ontario area, native peoples were mainly occupied with fishing and hunting. They used the Ottawa and its tributaries as routes for trade and transportation and guided the first incursions of white explorers and traders along their familiar avenues.

In historic times, Indians maintained settlements along the Ottawa River and practiced trapping further inland during the winter months, when furs were prime. During the trapping season they often erected a simple log camp similar in style to the pioneer log cabin. One type was about 10 feet square, dug up to 4 feet into the ground, with a shed

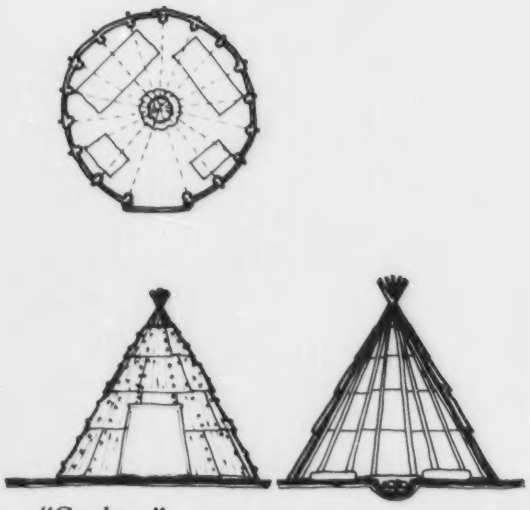
roof covered with scooped logs or birch bark.

Although there is little evidence of the types of shelters ordinarily occupied by pre-historic local native peoples, there is one type likely to have been common. This is a light structure of various shapes and sizes consisting of a framework of poles covered with birch bark. Wigwams of this design were common throughout eastern North America, the range of the Woodland tribes.

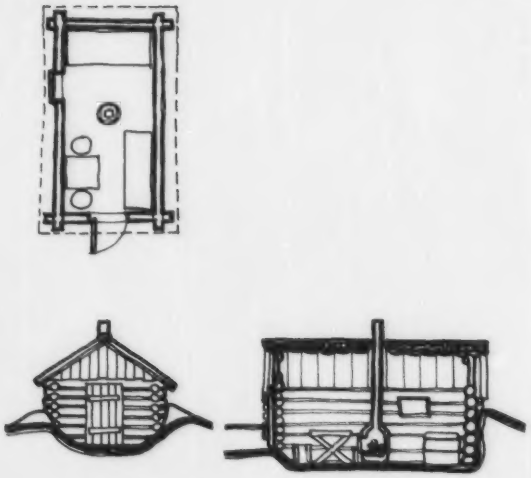
There is a traditional sort of Wigwam called locally a *cambuse*, which was used in remote areas well into the 20th century and is said to be of an early origin. It was built on a framework of poles 4 to 6 inches in diameter, set into the ground in a circle. The poles were spaced about 2 feet apart, leaned together, and joined at the top to form a cone shape. The *cambuse* varied from about 10 feet high and 8 feet in diameter for single occupancy, up to 20 feet across and 16 feet tall for an entire family.

The frame was covered with birch bark, which made a durable waterproof covering. The bark, removed in broad thick sheets from large white birch trees, is quite pliable when green. Starting at the bottom, it was laid onto the frame in overlapping rows and pegged tightly into place. At the peak, an opening was left for the smoke hole; another opening near the ground served as an entrance.

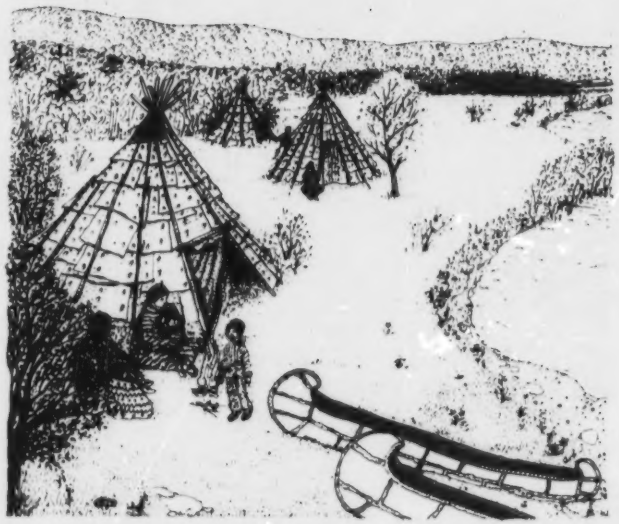
In winter the Indians used bear skins on the floor and the structure was covered with moose hide and then banked with snow. A fire in the center kept the *cambuse* comfortable in the coldest weather.



"Cambuse"

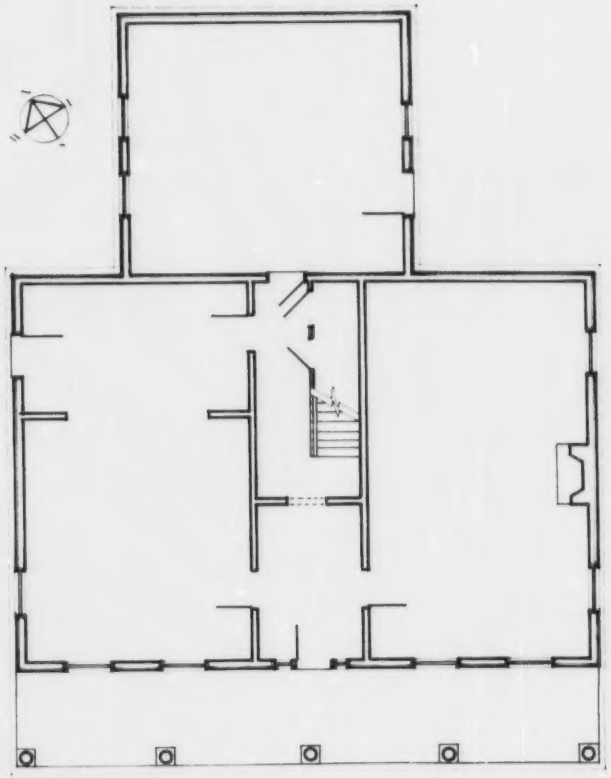


Trapper's Cabin



Trading post/Fort William 2

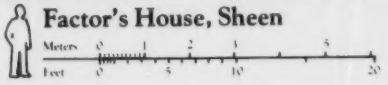
Faced with the sale of the trading post, Chief Trader MacKenzie pleaded with the Company: "Its position is central, it is the Indians' summer resort, their Church and place of burial are here, in fact all associations calculated to endear a locality to the Indian mind are connected with it ..."



First floor plan

W. elevation

S. elevation



Factor's House, Sheen

McCool's Store

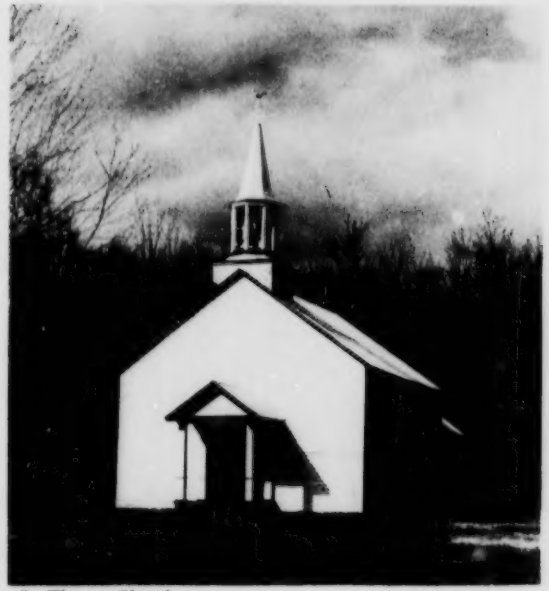
Factor's House

Flotillas of native birchbark canoes bound for Quebec City had used the Ottawa waterway for fur trading since 1612, but it was not until the 1820's that the Hudson's Bay Company began to pursue the trade up the river. Despite fierce competition from independent traders, the Hudson's Bay Company had enough buildings standing at Fort William by 1828 to dominate the area.

Local fur trade was not the chief reason for the establishment of this post, however. Its most important function was to serve as protection for the frontier fur trading at Lake Témiscamingue by preventing free traders from establishing trading relationships with the native hunters up the river. As Hudson's Bay Company Governor, George Simpson, wrote in 1829: "The trade of the Grand or Ottawa River . . . continues decreasing; it is necessary however, to maintain it as a protection to the interior country, as were the numerous petty traders by whom we are opposed here not kept in constant employment at home, they would penetrate to our most valuable frontier establishments, and occasion heavy losses where we are now making handsome profits". The post was also an important communications link between Company headquarters in Lachine and the Temiscaming post.

In the 1830's Fort William began to diversify its operation by becoming more of a retail outlet for the lumbermen and Irish settlers who were moving into the area. Farm operations were also begun on the Company's lands in order to decrease costs. These changes toward self-sufficiency were timely, since posts downriver were being closed for lack of profit.

Forge



St. Theresa Church

Hector MacKenzie took charge of the Hudson's Bay Company's Fort Coulonge District as Chief Factor or trader in 1845, and made his home at Fort William the following year when the Factor's House was added to the post's buildings. The new dwelling was built by the "piece-on-piece" method: squared logs were stacked between vertical posts with the log ends fitted into a groove in the vertical post; the exterior was then sheathed in clapboards. It was a large house (42' x 30') with the curved eve of the Quebec style roof and surprisingly elegant features: fluted Greek pillars on the veranda and a large entrance hall with a decorative archway.

In 1855, the post at Fort Coulonge was sold, and Fort William was left to handle the Indian trade of the region. Fort William was a favorite gathering place of the Algonquins. It is said that Indians used to come to trade from as far North as the James Bay area. The seasonal life of the hunters included a summer camping visit with their families at Fort William to trade or sell their furs. Here they would meet with missionaries who also came annually. First there would be burials, then baptisms and marriages. Afterwards there was a grand gathering for horse racing and sports. These gatherings were welcomed by the Hudson's Bay Company as it was believed that contact with the missionaries established order and improved understanding between the Indians and the traders. The Hudson's Bay Company built a log school and a church in 1857 for the Indians.

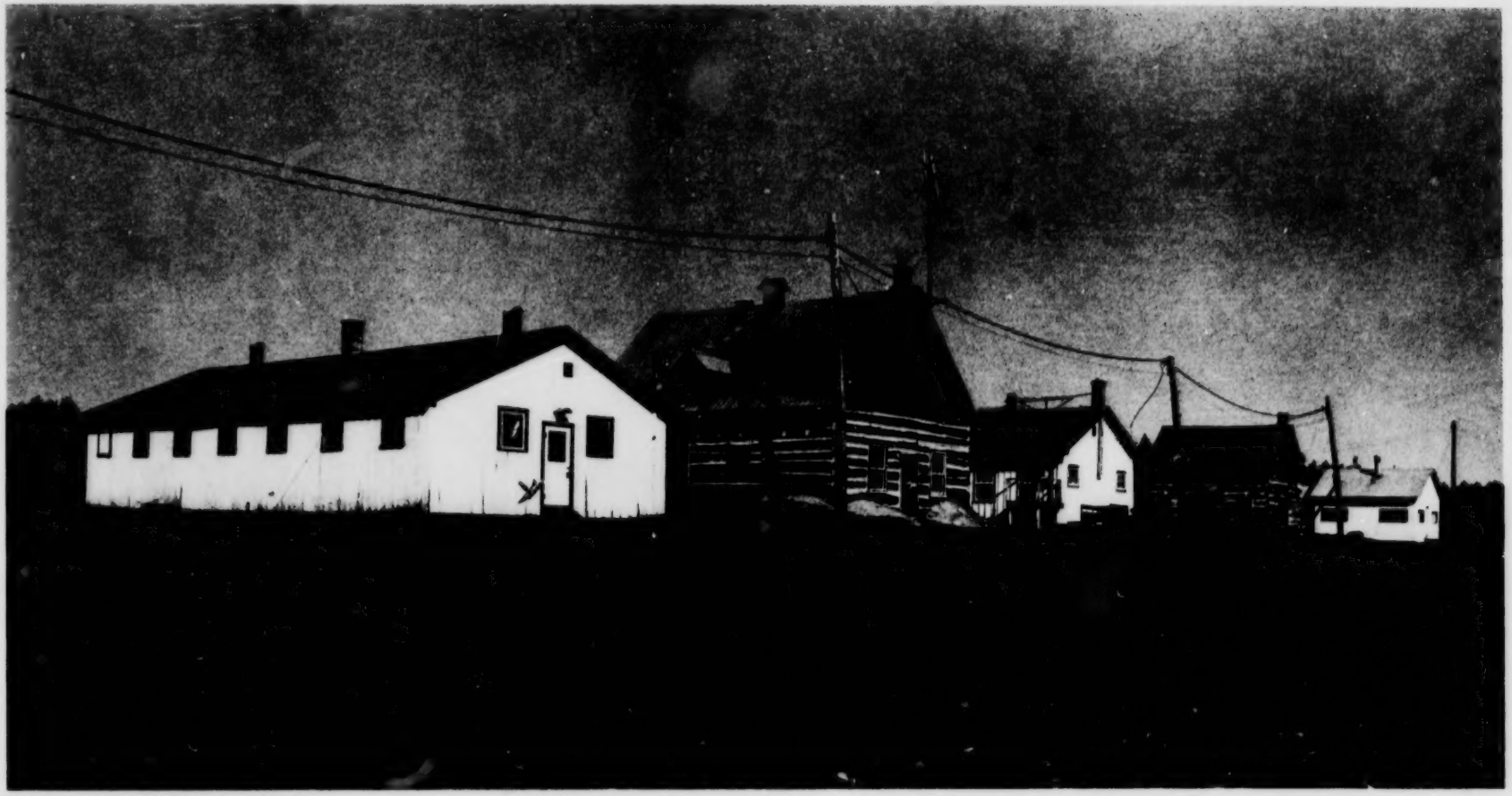
The 1830's trend of timbers and settlers moving into the area continued into the 1850's and forced the post to concentrate on shopkeeping as the fur trade declined. A post office was established in 1848 officially changing the name of the post from Lac des Allumettes to Fort William. In 1854 a wharf was built at Fort William to receive the first steamboat to ply Lake Allumette. The steamers made it evident that the Hudson's Bay Company needed only one trade center on the Upper Ottawa River.

In 1863 the Company decided to sell Fort William. Chief trader MacKenzie asked that only the farmlands be sold and the trading post be retained, because the post represented church, burial ground, summer gathering place and winter home for the women and children of 40 Algonquin families. Nevertheless, the entire post was finally sold to James McCool in 1869.

James McCool ran the post much as the Hudson's Bay Company had; he built a new brick store on the site of the former one, which had burned in 1852, tended the post office, and ran the farm. The main difference was the decline of fur trading with the Indians. The number of fur-bearing animals had been seriously diminished by the intensity of the fur industry, and much of the habitat of these animals had been destroyed by logging. Many Indians migrated to follow the game, and others moved to the newly established reserves at Golden Lake and Maniwaki.

Mr. McCool added a hotel to the buildings standing on the point in the 1880's. Many people would come on the steamers to enjoy a holiday on the river, and to this day it is one of the area's favorite picnic spots.

Logging/Usborne Depot 3



Lake front showing bunk house and old office

"The conclusion might be drawn that the lumber barons owned the river ... All this was done in the best interest of the economy of the country, providing labour for thousands of men and lumber for growing settlements. But the type of economy the lumber industry provided was wages for men averaging less than a dollar a day for a period of over sixty years ..."
S. Wyman MacKechnie in "What Men They Were"

Lumbering has been a way of life for the farmers of Pontiac County since 1800, when Philemon Wright began timber operations to support his pioneer farming community at Hull. As the industry worked its way up the Ottawa River, it was managed by European lumbermen who sought square timber for the British ship building industry. Timber rights, or limits, some larger than 100 square miles, were leased from the government. Choice cuts of timber along the Ottawa River and later along its tributaries (the Quyon, Coulonge, Black, Schyan and Dumoine Rivers) were chosen in order to use the rivers as a

Old office, present office and storage

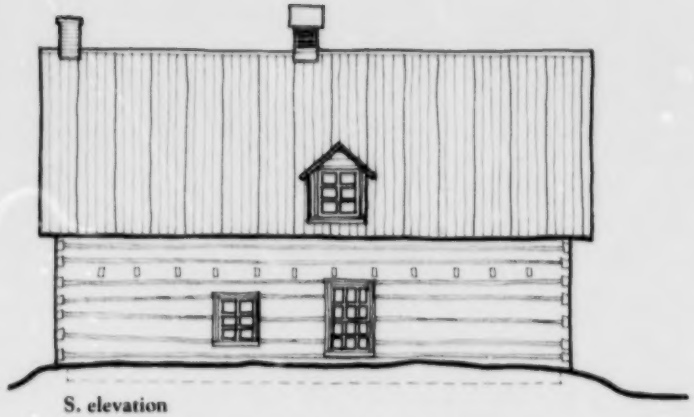
transportation system. The timbers were piled on the banks of the tributary during the winter cutting season and, after spring breakup, were floated down to the Ottawa River where they were caught in booms, sorted and made into huge rafts which then continued downriver to Quebec City. Once in Quebec, they were sold to one of the timber houses, who then shipped them to England.

The square timber trade reached its peak in the middle of the 19th century. After 1860, the market changed to sawn lumber bound for the United States. Ottawa River lumbermen sought an alternative to the river transportation system and in 1887 the Pontiac and Pacific Junction Railroad was completed, connecting the Pontiac lumber interests to the southern market. Later, pulp and paper replaced the lumber operations.

Local settlers and professional lumberjacks, hired "down the river" in Bytown or Montreal, supplied the necessarily large labor force of the timber industry. A gang of 25 men working only with axes, cant hooks and six teams of

First floor plan

W. elevation



S. elevation

Camp House, Usborne Depot, Gillies

horses could produce a raft of 2,000 timbers in one season. Each camp, or shanty, was divided into gangs who worked together felling, squaring, loading and hauling timber to the "dump" on the ice or the rollway above it. Keen competition between gangs often developed. After spring breakup, the teamsters would return to their farms for planting and the men hired only for the drive would join up. The drive consisted of moving the lumber downriver. It was a mad race against time and log jams to get the season's cut to market before the high water receded. The drive was the most exciting and dangerous part of the lumberjack's life. It is recorded that in 1845, 80 men lost their lives in the Ottawa River due to log jams alone.

Generations of Pontiac women have raised children and tended the farm through fall and winter while the men worked in the shanties for a small but necessary cash income. The older children helped around the farm and the boys were often hired in the shanties at the age of 12.

After farms became better established, the family men often transported only supplies to the camps. A portaging contract assured a market for excess farm produce such as hay, oats, peas, and beans and only took the farmer away from home for three weeks or so at a time. Some teamsters contracted to carry dried fruit, tea, sugar, and other imported goods that the company had ordered to be delivered to one of the steamboat terminals. The destination of the "portagers" was the limit depot which might supply 15 camps, 175 men per camp.

The depot had large store houses, stables and overnight accommodation for the "portagers". Supplies were brought by the sleighload through the winter and stored in the "keepover" at the depot for use the next winter. One man was employed over the summer to

tend the stores.

Deeper in the bush were the shanties where the loggers stayed. These camps had to be rebuilt every three or four years as the bush was cut, and the workers had to walk farther and farther to work. Although they worked from before dawn until after dark through the Canadian winter, the Irish and French shantymen found time for leisure activities and developed a distinctive style of step-dancing to tunes they played on the fiddle or accordion. The camp consisted of a sleep camp, cookery, stables, office, store house, and blacksmith's shop. The cookery, sleep camp and office were combined at first in the early "camboose shanty", a low log structure with no windows, a central sand-filled fire pit for cooking and baking, an open roof to let the smoke out and light in, bunks at one end and dining benches at the other. Later separate buildings were erected for the different functions. Beans, pork, and flour were the staples that made the meals — plain food in abundance. The management realized that the morale of the crew depended on the food. And the business depended on a strong and harmonious crew, just as modern lumbering depends on chainsaws and machinery.

The professional lumbermen after the 1830's seldom went into the bush. Their time was spent in securing future timber limits, supplies and laborers for their camps, and markets for their timber. Often, large farms were started by timber operators in an effort to cut overhead, provide supplies for the camps and offer off-season employment to landless shantymen who would otherwise leave the area in the spring.

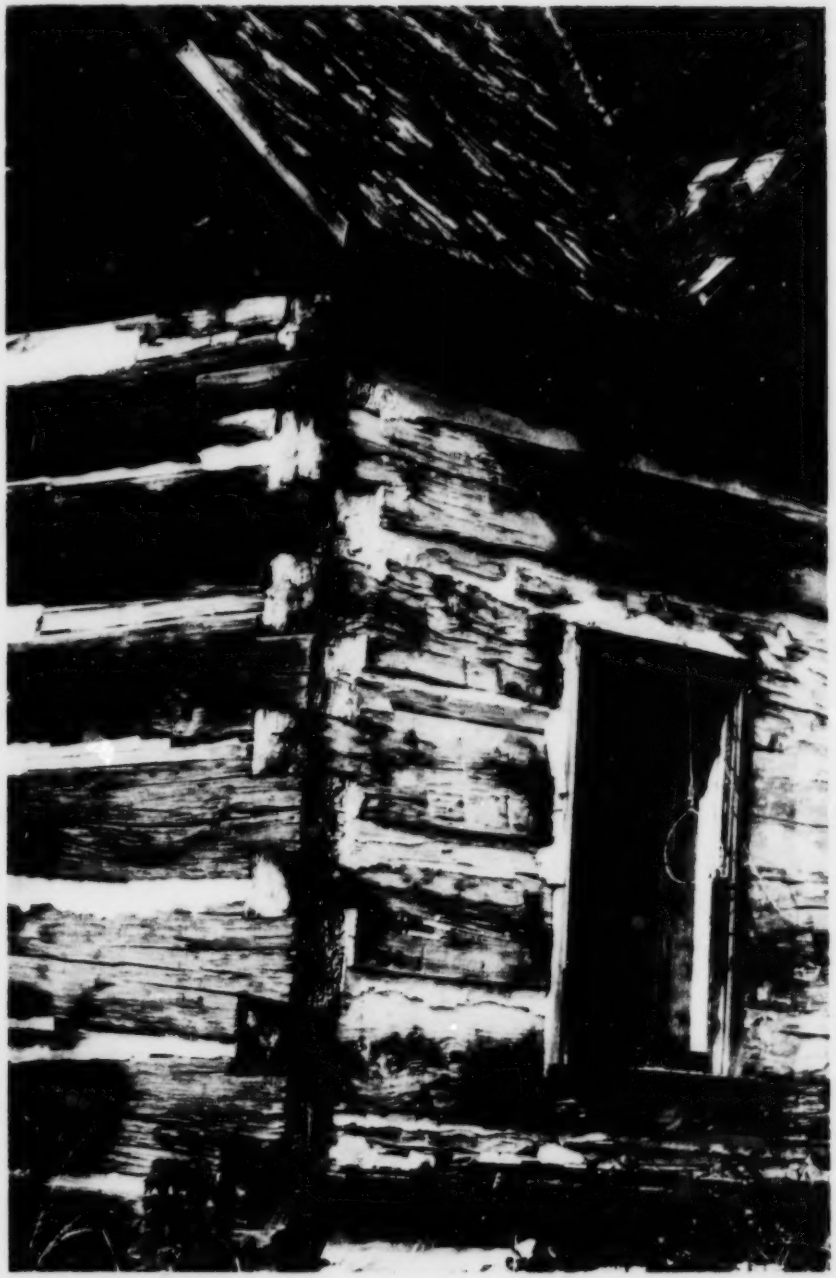
A concern for timber limits led many lumbermen into politics, and the desire to control capital caused some lumbermen to found "the lumberman's bank", the Bank of Ottawa. Another aspect of cooperation between lumbermen was the Upper Ottawa Improvement Company which was formed to handle the transportation and sorting of logs on the Ottawa River. After the middle of the 19th century most lumbermen ran sawmills to diversify the square timber trade and to make use of smaller trees which were unsuitable for square timber.

A merchant's family home and office in conjunction with a mill or farm were strategically located along the Ottawa River, often at the mouth of a tributary. Towns such as Quyon, Portage-du-Fort, and Pontiac Village were soon flourishing near such estates.

Usborne Depot was built by Henry Usborne of Portage-du-Fort in the 1860's. John Gillies purchased the limit in 1873, and had the sleep camp, office and cookery moved across Lake Usborne and reassembled. The depot is now owned by Consolidated Bathurst, and serves the pulp and paper industry. Many old timber limits, depleted by the square timber and then by the sawn lumber trades, were sold to the pulp and paper concerns, which accept smaller and less valuable trees.

For a hundred years, the lumber industry was the great employer of Pontiac County. For the workers, it was a severe master. It employed on its own terms: the lumbermen waxed wealthy, while the workers struggled, often hindered by illiteracy, to set up a better life for their children. Many communities have seen their young people leave in search of professional and technical employment. The industry did not feel responsible to the communities around it. Perhaps because the nature of the trade was to "cut the best and move on" they did nothing to encourage long-term industries such as the production of finished building supplies, the manufacturing of wood products, or the utilization of wood wastes, which would have been real contributions toward a financially strong future for the Pontiac.

Log houses 4



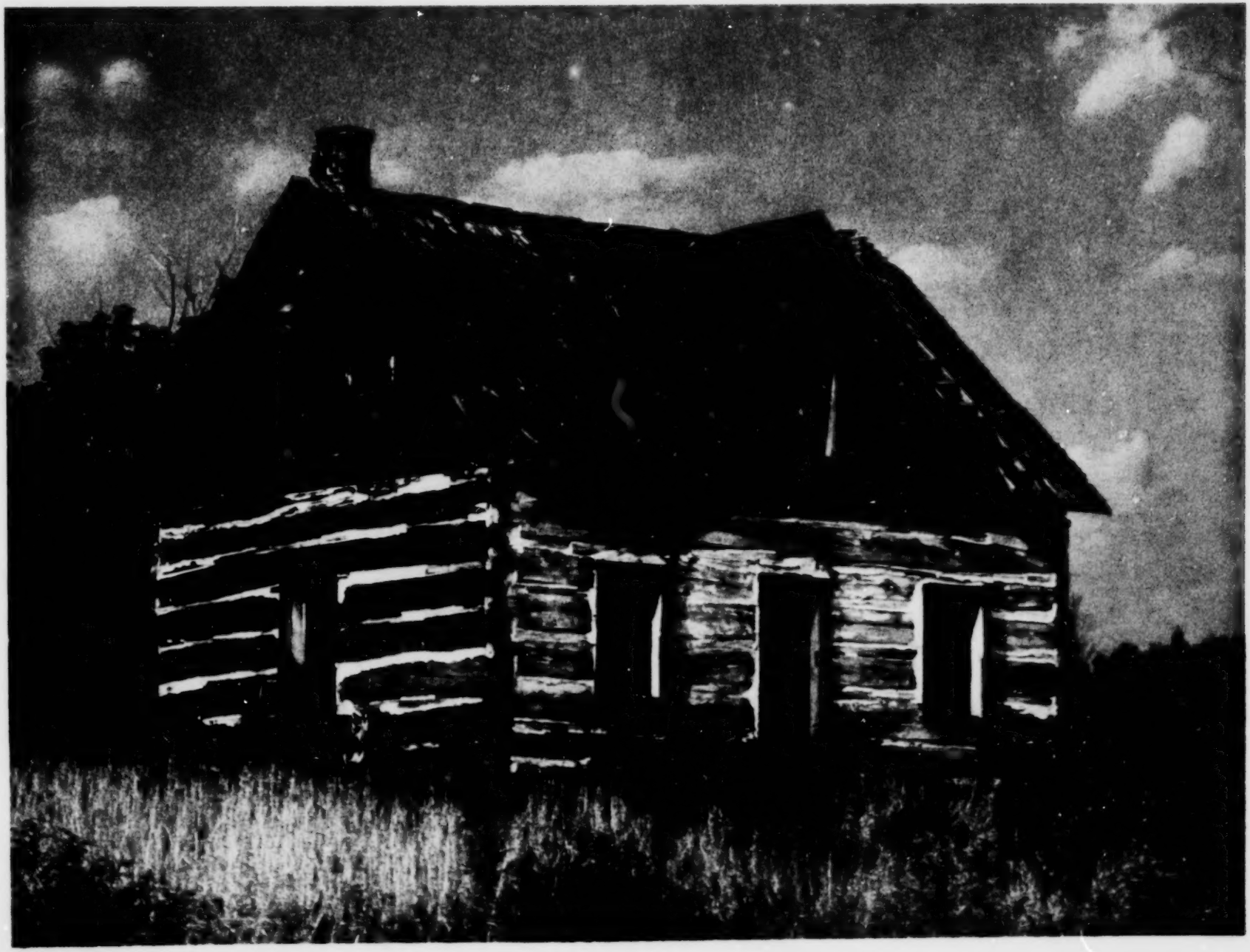
The settlers in Pontiac shared the ability to provide for themselves, relying mostly on what was local and easily obtainable. The tall straight white pines that once dominated the forests of this area could be worked with simple tools by workers who were not specialists.

The early settlers of Pontiac County came largely from over-populated, over-cultivated areas of Europe; to them, the immense virgin forest of their new land was an unknown world. Although completely lacking the experience of dealing with this strange environment, these were resourceful and adventurous people who were adapted to steady hard work, and they soon developed the skills required.

The first priority on arrival at a new homestead was the erection of a shelter to house family and possessions. The logs, which were so readily available, were easily converted into buildings. The settlers' first houses were crudely built one-room structures with dirt floors and few or no windows. They were meant from the first to be temporary living quarters to be later converted into barns and outbuildings.

As soon as feasible, the first shelters were replaced by more comfortable habitations. In rural areas the choice was still logs for the basic frame, but many refinements were added. Milled lumber became available at the numerous small local sawmills. Window sashes, doors, glass and trim could be purchased in town and transported over the much improved roads. By the second half of the 19th century the typical log home had a good proportion of window space, comfortably high ceilings, a large kitchen, and enough space to raise a family. Tight and massive construction kept them snug in winter and cool in summer.

The raising of the shell of a house could be completed in a single day. In preparation, the family would have cut the logs, hauled them to the site, and squared them to approximately eight inches by sixteen inches with a broadaxe. The foundation usually consisted of four leveled flat corner stones. The house was built directly on the surface of the ground. A building crew required about eight men, although there were often more. House raisings and other bees often took on the aspect of a party, with women preparing sumptuous meals, children running everywhere, whiskey flowing in abundance, and music and dancing lasting late into the night. There were four corner men who cut the notches while the rest of the crew lifted the logs into place. The walls were put up without openings — windows and



Vinton 4a

Vinton 4a

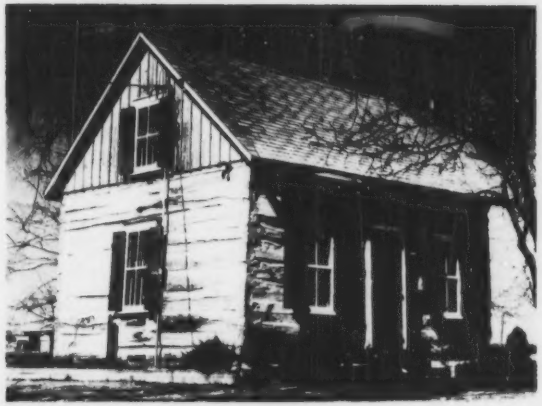
Nickabeau 4d

Chichester 4g

Mecham Lake 4b

Wyman 4e

Desjardinsville 4h



Luskville 4c

Wolf Lake 4f

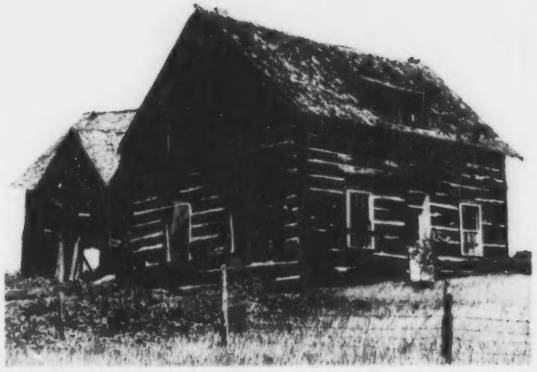
Bryson 4i

Norway Bay 4j

Leslie 4m

Ile-du-Grand-Calumet 4p

Thorne 4k



Clarendon 4n

Greenmount 4q

Clarendon 4l

Thorne 4o

Chichester 4r

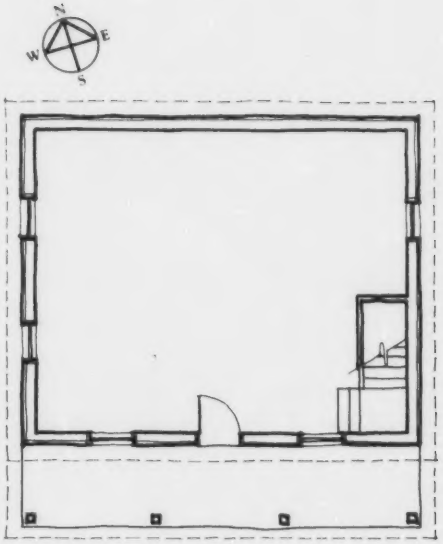
doors were cut out later. If the house had a second floor, the joists had to be set into the walls as they were erected. The rafters were usually poles about six inches in diameter, flattened on one side, notched into the plate (top) log and joined with a hardwood peg at the peak. The roof eaves and interior were completed later by the family, or a hired carpenter. The space between the logs was plastered with a mortar of lime and sand.

The type of corner used almost universally throughout the area was the dovetail notch. This could be quickly fashioned with saw and axe, yet precisely keyed together in such a way as to provide complete stability to the entire building. It is sometimes called the self-draining notch, since all faces slope to the exterior.

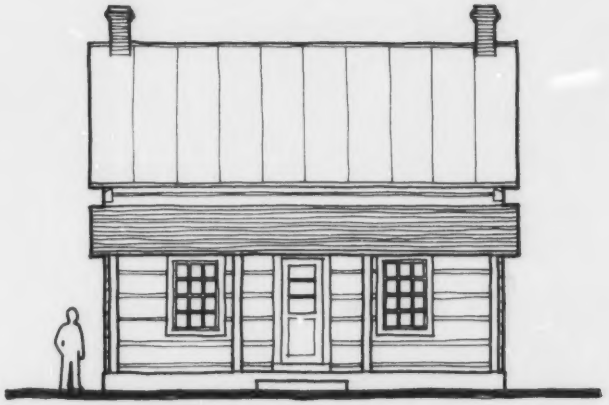
The log houses frequently reflect the tradition of equality among neighbours. The same basic design appears on numerous houses in the area, duplicating even such details as outside dimensions, interior partitions, and window and door placement.

While of diverse origins and backgrounds, the settlers in the Pontiac all shared the ability to provide for themselves, relying mostly on what was local and easily obtained. The tall straight white pines that once dominated the forests could be worked with simple tools, providing material which could be utilized by workers who were not specialists.

Although the great stands of pine have disappeared and the use of logs in the construction of houses has ceased for many years, there has been a contemporary interest in the potential of logs as a building material. Several new log houses have been built in the area in recent years, while many others have been reconstructed or renovated into comfortable dwellings.

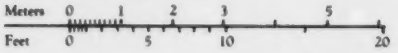


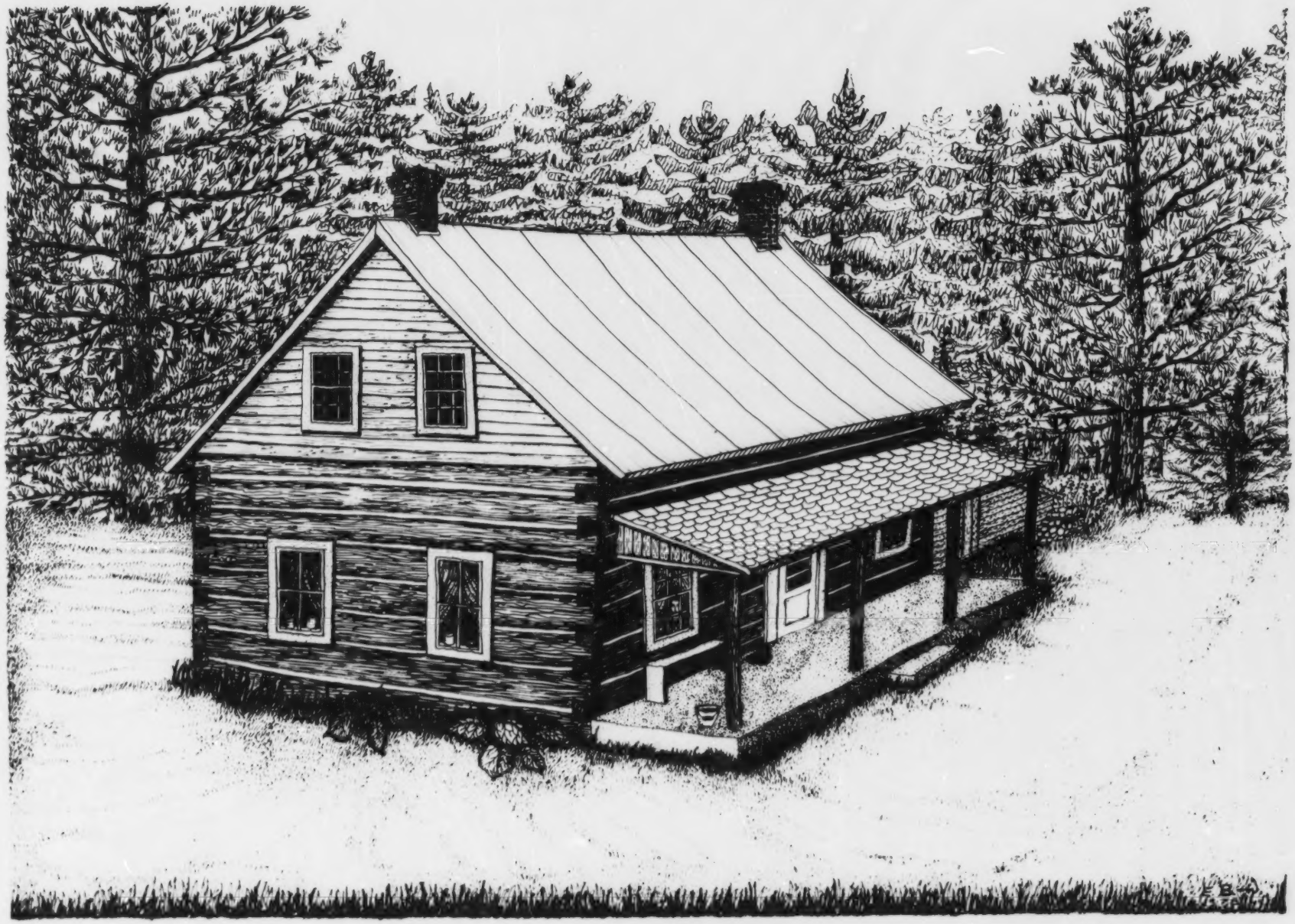
First floor plan



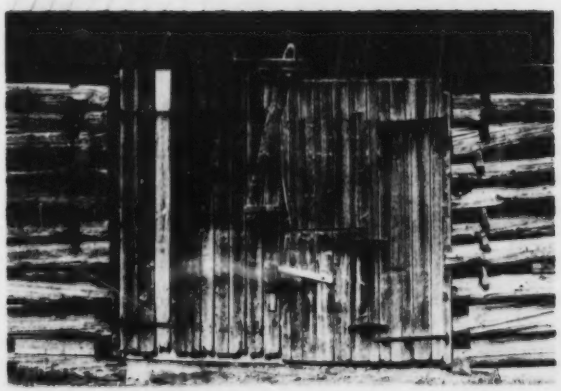
S. elevation

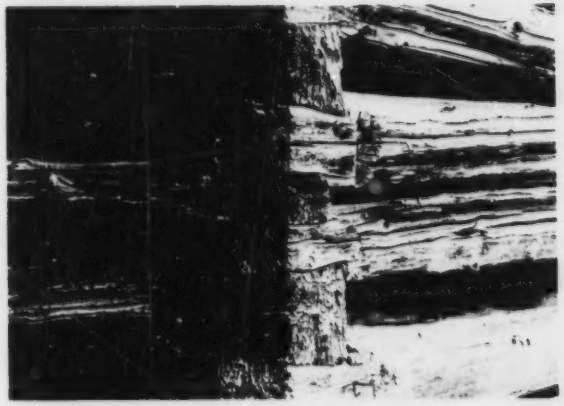
Log House, Bristol

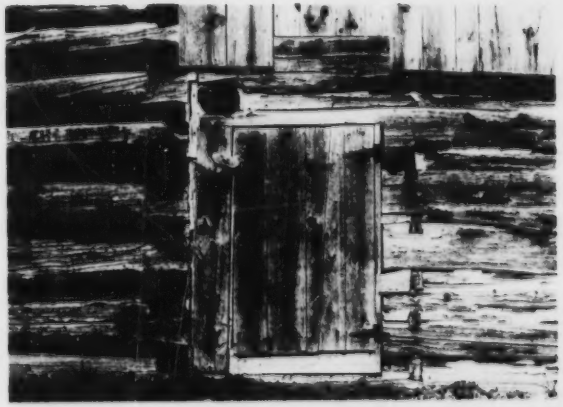




Bristol 4s







When the Frederick Bretzlaff family arrived in the Pontiac from Prussia around 1880, they joined a growing German settlement in Thorne Township. The immigrants brought from their fatherland a tradition of skilled woodworking which they soon put to use on their new homesteads. Many examples of neat houses and buildings of simple and careful construction are maintained by their descendants.

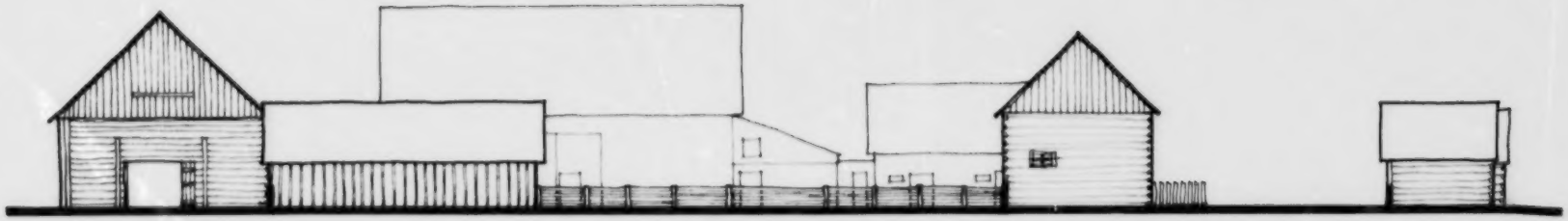
This family farm near Schwartz reflects the type of agriculture originally practiced by settlers of all nationalities throughout the county. A farm like this was able to provide nearly everything a family needed to survive. There were cattle, which supplied milk, butter and beef. There were pigs for bacon, pork and sausage. Poultry contributed eggs and more meat. The fields grew grain for livestock and flour, hay and pasture, root crops, beans and peas for drying, pumpkins and potatoes. A garden supplied the more delicate vegetables. Appletrees prospered in most areas, and wild berries were available in abundance. Sugar was obtained from the maple trees, which flourish in our climate. In addition, the forests were well supplied with game.

Sheep supplied the family's basic clothing, wool being processed from rough fleece into finished fabric at home. There was a team of draft horses which provided transportation and also produced the power needed to cultivate the fields and run the farm machinery. The wood lot contributed building material, fencing, and heat for the house.

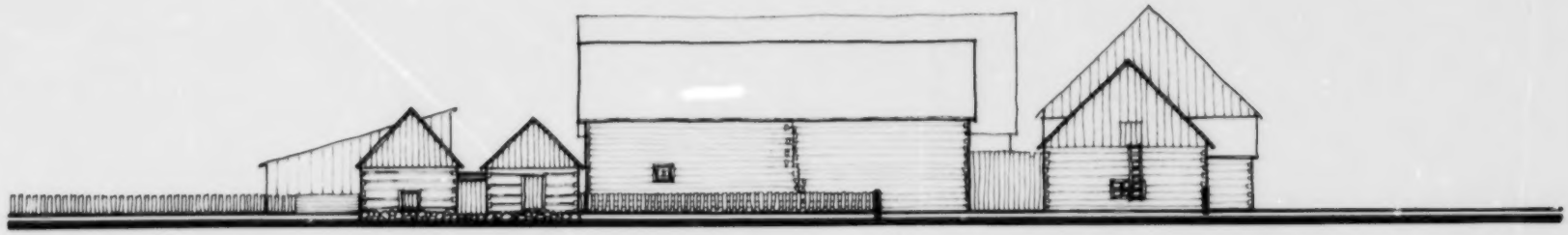
The types of structures represented here include a double mow hay and threshing barn, a barn with stalls for sixteen milking cows, a loafing shed, stables for two teams of horses, shelters for sheep, pigs and poultry, a granary, machine sheds, further space for storage of hay and tools, and a workshop.

They were clearly built as a loose

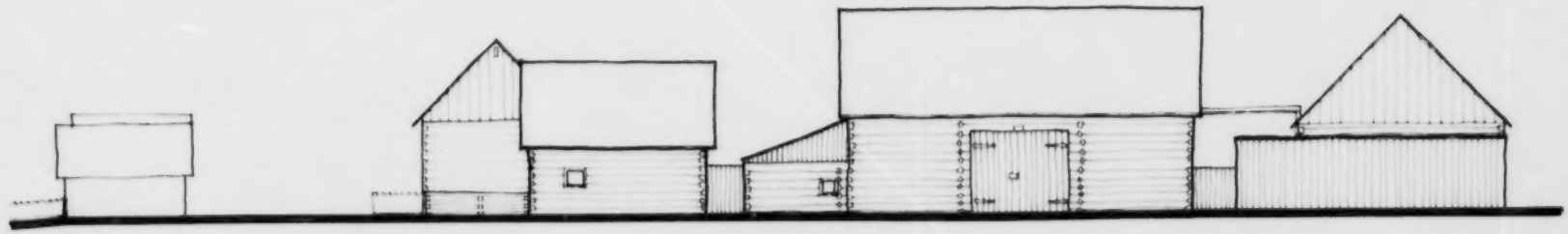
First floor plan



E. elevation



N. elevation



W. elevation

Bretzlaff's Barns, Thorne

These immigrants brought from their German fatherland a tradition of skilled woodworking which they soon put to use on their new homesteads.

cluster with later buildings skillfully jointed in to form the tight enclosure. The logs are pine — some round ones were used, but most were "squared" with a broad axe. The machine shed on the north side is of board and batten.

The structures and fences enclose a sheltered yard protected from the worst extremes of weather. The arrangement of this group of buildings on their site gives an effect of symmetry and mass that is solid and attractive.

Their orderly plan is helpful in maintaining a mixed farming operation such as this, with its mutually dependent parts.

This neat grouping is fairly unusual; the more common practice is to casually scatter the buildings about the yard. But individual log barns of this style are still common. They have demonstrated their versatility and durability by continuing in their planned function, often alongside the most modern of counterparts.

James Prendergast Farm 6

Silo and barn

Barns, sheds and house

The Prendergast story could read like a wild west novel: a young land agent sets out to settle the land, the Indians set up shop at the cross-roads by the mills, the government outsmarts the settlers by withdrawing free land grants, the land agent is killed by cholera while trying to settle up with the government.

James Prendergast came from Ireland in 1825 with dreams of a whole township settled without religious tensions. He made several applications for large grants of land but finally settled for 500 acres plus the position of Crown Land Agent. He agreed to survey one quarter of the township at his own expense, expecting quick cash re-payment for the surveying done for and paid by the settlers coming for free land. In addition to the official demands, Prendergast made one further condition: only Protes-

Farm house

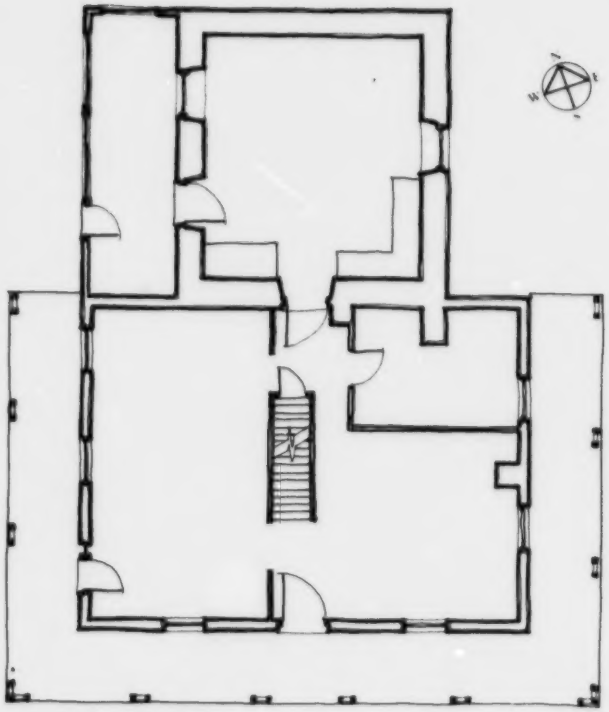
Lime kiln

tants would be allowed to settle in Clarendon Township.

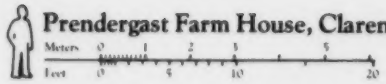
Prendergast obtained farmland on the Ottawa River and lost no time in clearing 30 acres, raising three houses, and building a sawmill with the help of a mill wright named Walter Radford. A grist mill, the first above Bytown, was just begun when the news came that the government had withdrawn the free land grants. Although fewer settlers would come, Prendergast was still obliged to finance the survey so he set to work to attract settlers. Between 1828 and 1834 the survey was finished, both mills were in operation (Clarendon Mills), footpaths were widened into bridle paths, and the lumber industry reached Clarendon and set up operations at Clarendon Mills. Prendergast was in Quebec City in 1834, settling his surveying account, when he contracted cholera and died. Edmund Heath took over the operation of the mills and, as land agent, he removed Prendergast's ban on Catholic settlers, but few chose to settle.

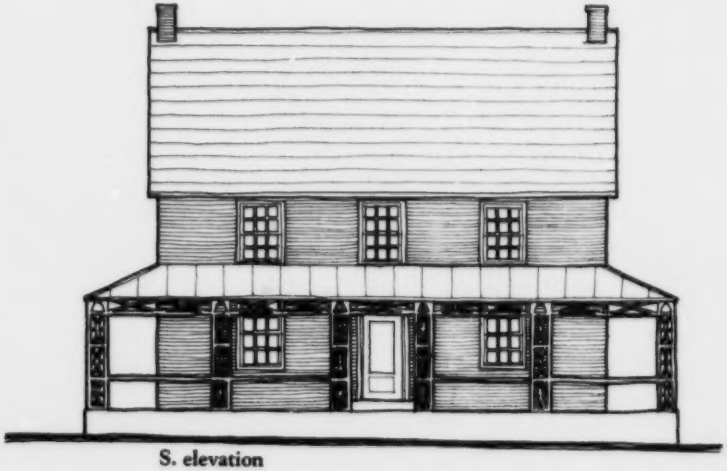
In 1883 Heath sold the farm to Robert Storey who constructed a lime kiln. It was a small steel draw-kiln on a foundation of limestone lined with bricks which are said to have come as ballast on a ship from Scotland. The lime was used to make mortar, plaster, putty and whitewash for finishing log cabins and for laying bricks. John Wickens, who acquired the farm in 1907, continued to operate the kiln. It was last fired in 1926 when it supplied the mortar for the Pontiac Hotel in Shawville. The kiln still stands, a persistent reminder of an extinct local industry and of the possibility of its revival.

The three original houses built for James Prendergast are still standing and one of them is the home of John Wicken's son, Carmen, and his family, who continue the mixed farming tradition. Its structure is of posts and beams pegged together and then sheathed with milled planks. During Heath's occupancy, it was faced with bricks, and the stone addition was built.

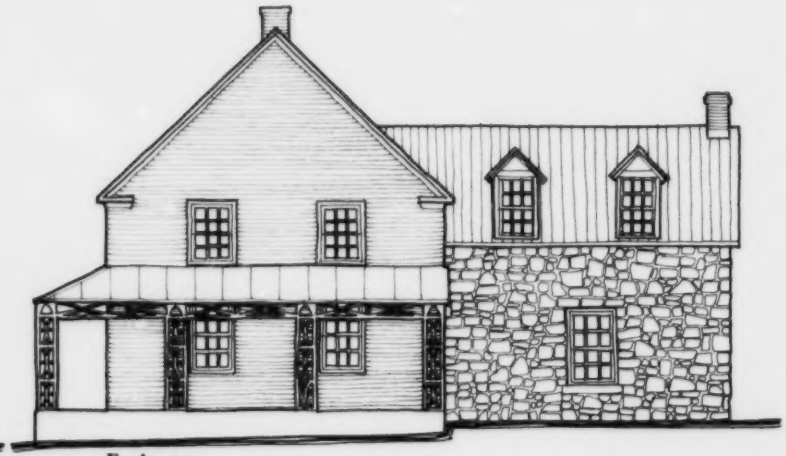


First floor plan





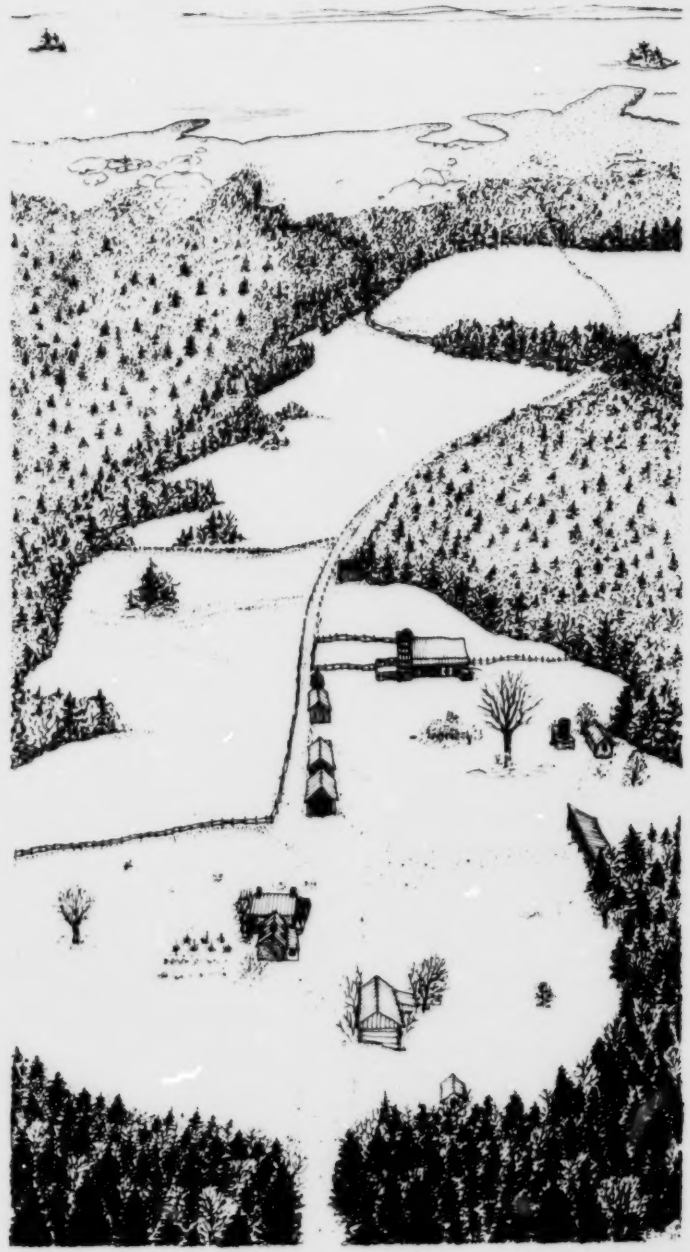
S. elevation



E. elevation

The large frame barn caused some excitement in 1919 when John Wickens hitched ten teams of horses to it, pulled it on rollers and set it on its new stone foundation.

From our historical perspective, it is easy to make judgements on a historical figure as controversial as Prendergast. Although his personal decision for segregation certainly had no place in an official office, it seems that he was convinced that it would foster peace in the county. Prendergast's contribution to present day good-will was not in that area, however. In the nine years that he lived in Canada, he worked diligently to encourage settlement in Clarendon Township and in this endeavor he did clearly succeed. His grist mill alone put Clarendon on the map, drawing customers from as far as Renfrew. The availability of lumber, supplies, and good roads greatly relieved the burden of the early settlers, and gave them sufficient leisure to tend to the education of their children. The Clarendon School Board, established in 1830, is one of the oldest school systems in the area. These unprecedented material and cultural advances were Prendergast's real gifts to the Pontiac.

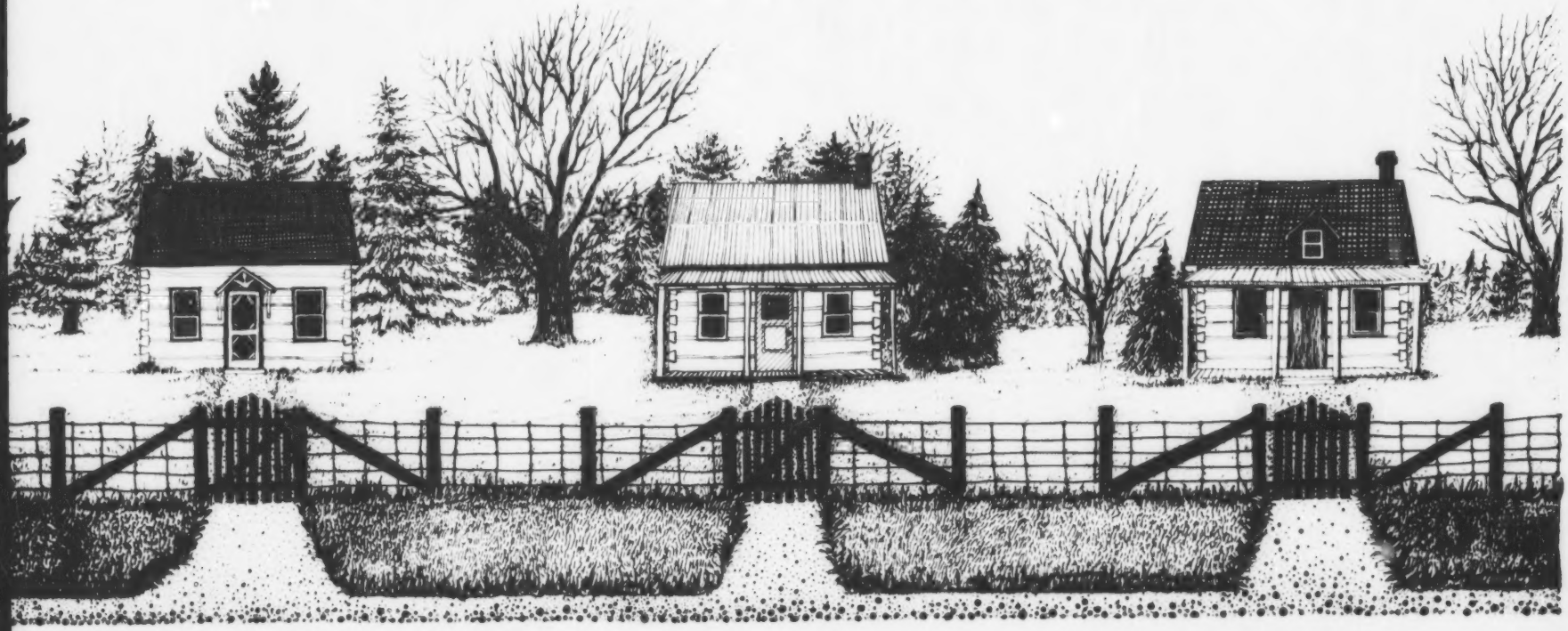


View south toward river

Log town/Nickabeau 7

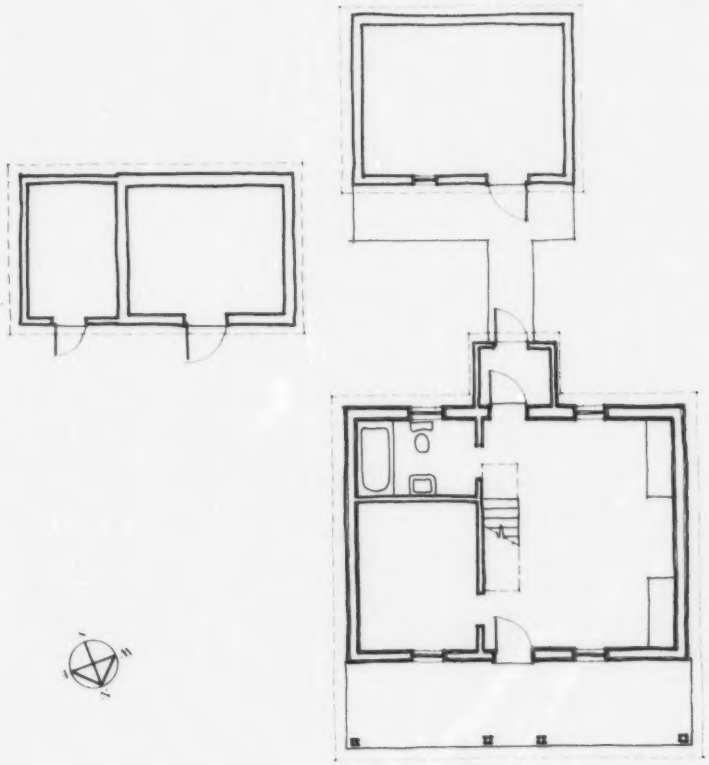
The small settlement of Nickabeau is notable for its squared log houses, all of them white-washed and remarkably well-kept.

Artists interpretation



The small village of Nickabeau lies eight miles north of Chapeau, in Chichester township. It sprang up from the lumbering industry in the later part of the nineteenth century when the Poupores acquired timber limits in the area. Stretched out along a single road, Nickabeau is notable for its squared log houses, all of them whitewashed and remarkably well-kept. Modern times seem to have left few marks in this somewhat isolated village where logging and farming are still the way of life.

Built in the 1930's, Mrs. J. Turner's house is typical of the building style in Nickabeau. The modest log dwellings reflect the simple lifestyle of the villagers.

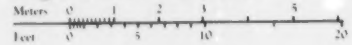


First floor plan

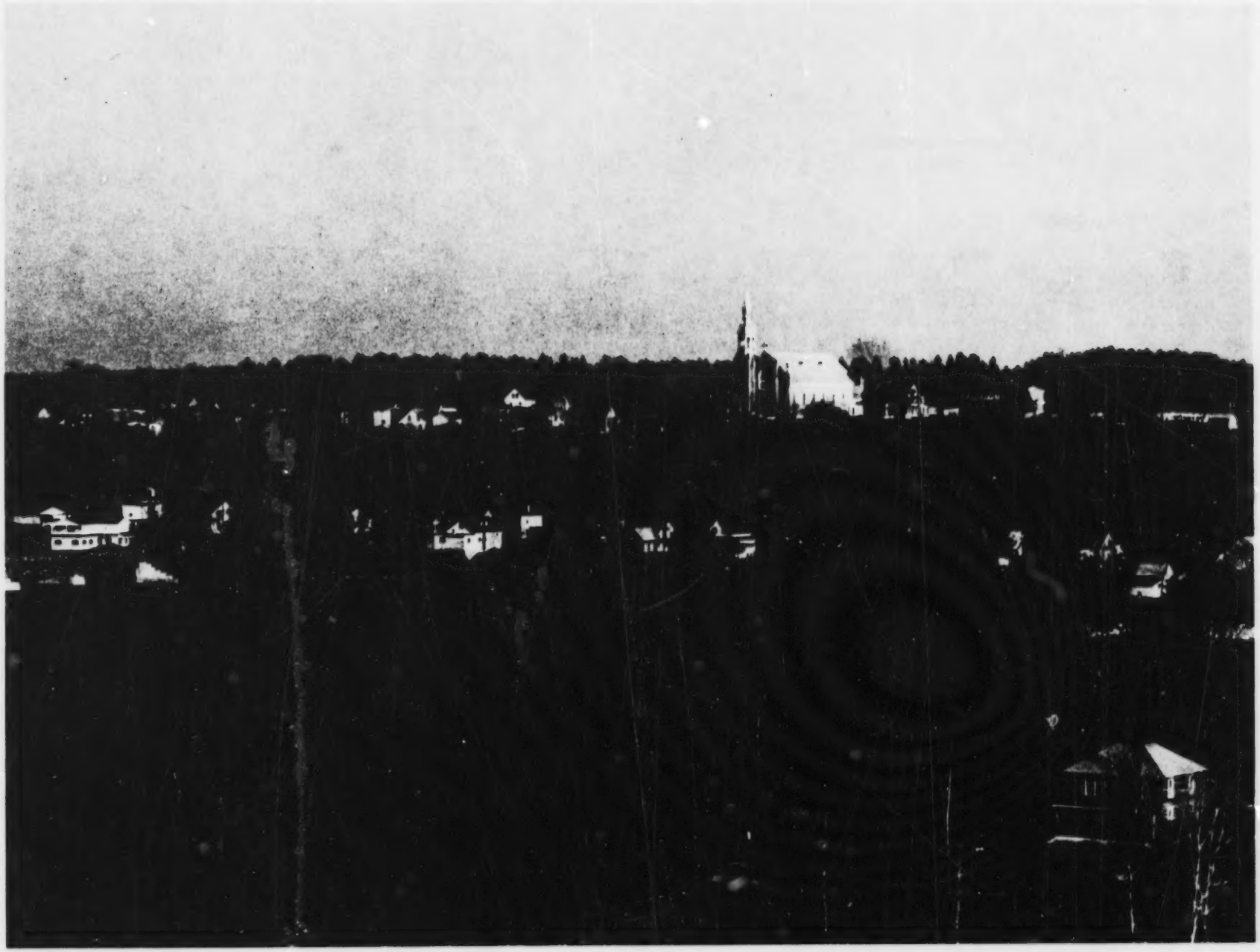
N. elevation

W. elevation

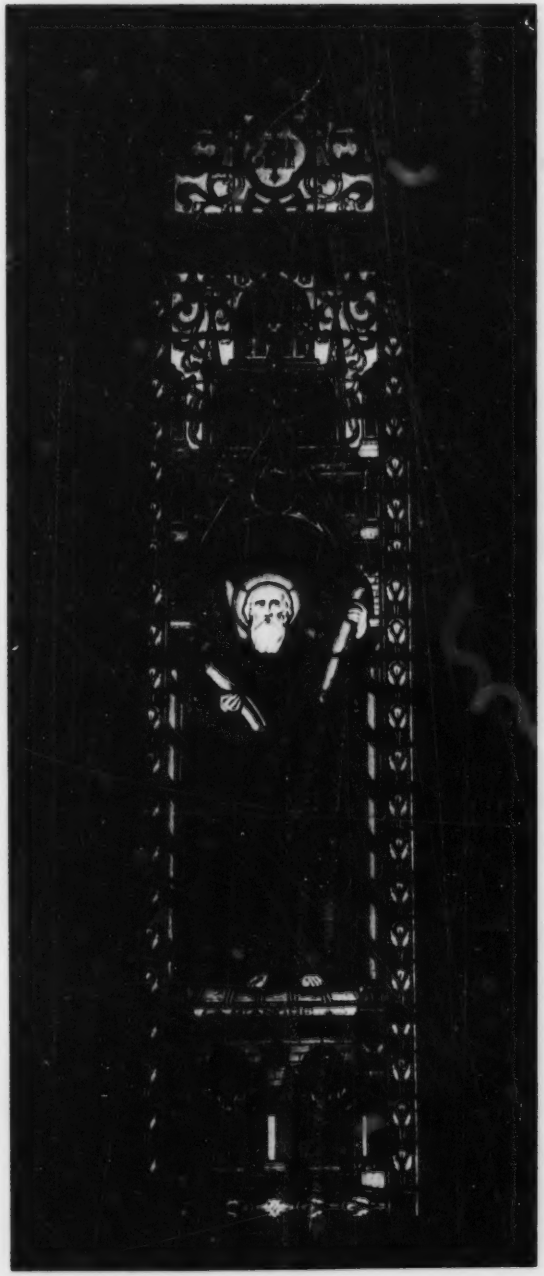
Log House, Nickabeau

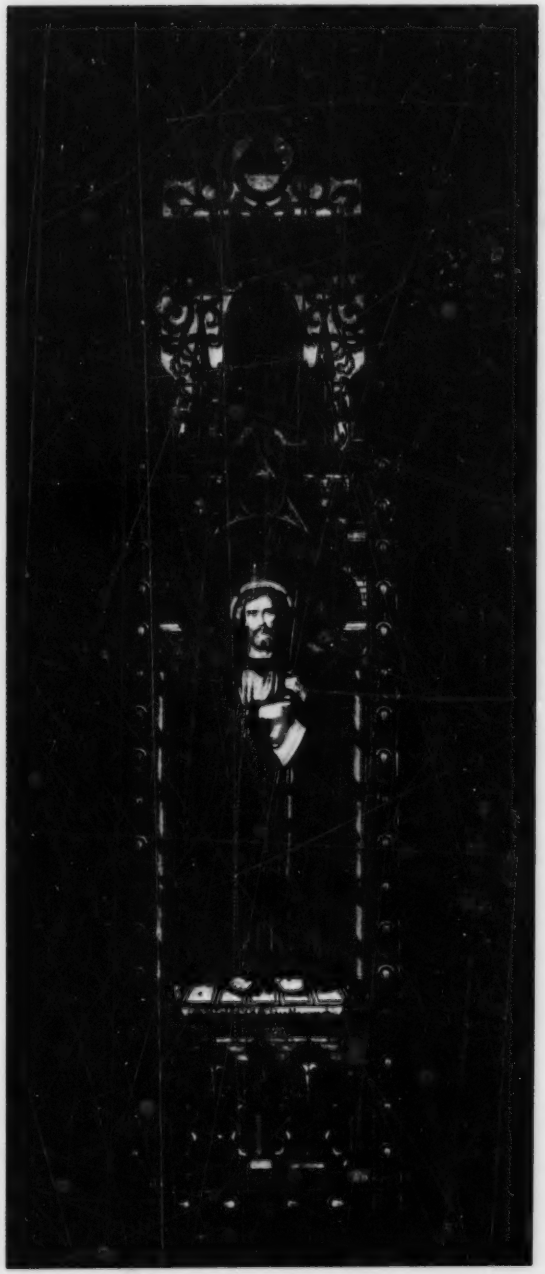


Catholic church/Chapeau 8



Dominating the village of Chapeau with its 125 foot steeple, Saint-Alphonse church has been the worshipping and gathering place for the bicultural community for almost a century.





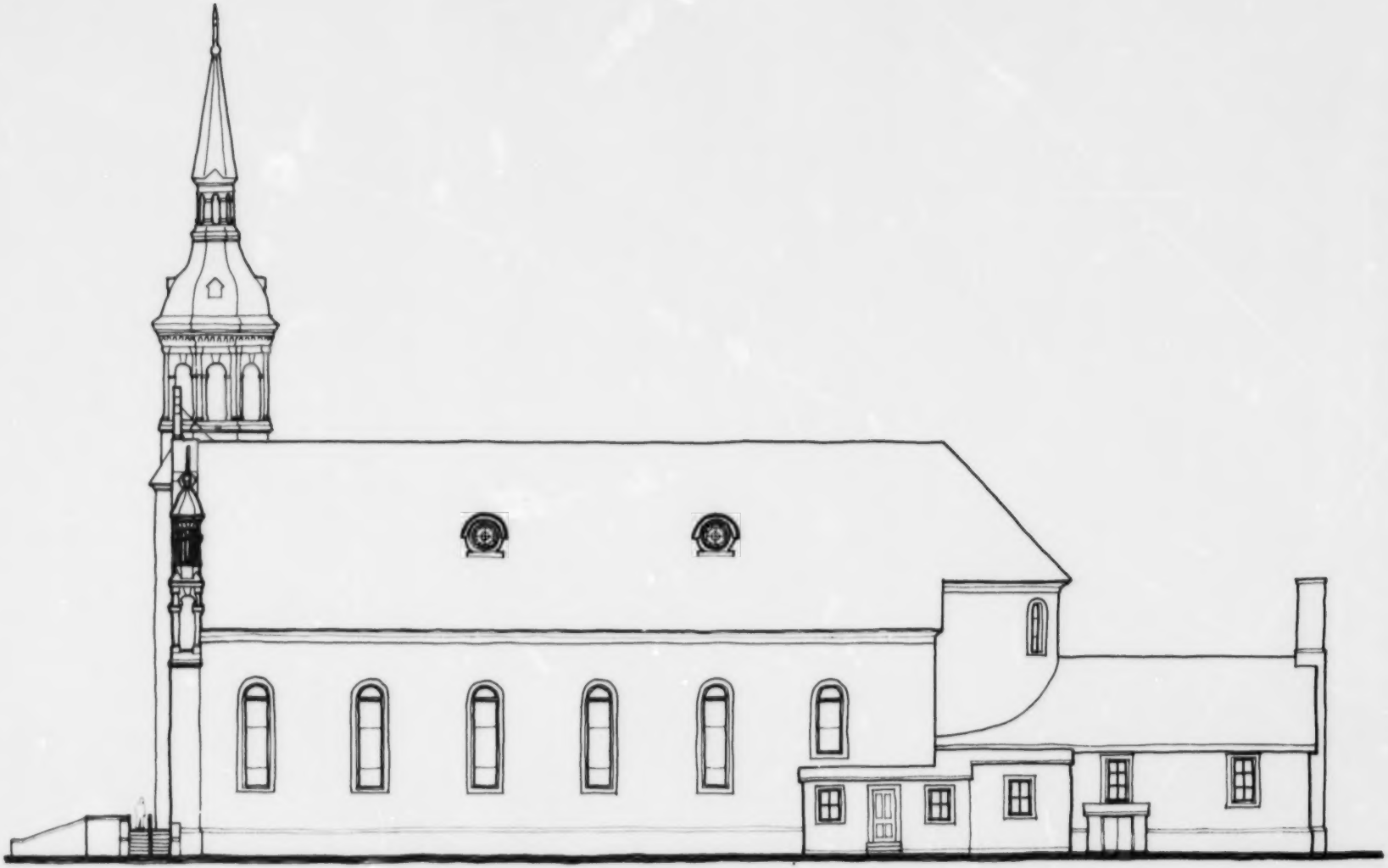
The establishment in 1823 of a Hudson Bay Post on the north shore of Allumette Island attracted the first white settlers to the Chapeau area. They began to trade furs with the Algonquin Indians who lived on the densely wooded island. Soon afterwards the lumber companies, in their insatiable quest for timber, arrived with a following of French Canadian and Irish lumbermen who later stayed to till the land. The Poupore, Booth, Lynch and Bryson lumber companies thus opened the way for the colonization of Allumette Island.

The French-speaking people who settled in Pontiac County, all of them originating from other parts of Canada, were greatly outnumbered by the influx of English-speaking immigrants. This situation would have been approved by Lord Durham, who predicted in 1839 the assimilation of the Quebec French in the wave of the new arrivals from Europe.

In Pontiac, however, the French found some support in the Irish Catholics. There were numerous incidents of violence between the loyal subjects of the British Crown, and the Catholic Irish and French-Canadians. Nevertheless, although they shared the same religion, these unlikely allies had their own differences in culture and language. The creation of the Vicariate of Pontiac in 1882 placed the Catholic church largely under the jurisdiction of the Irish clergy.

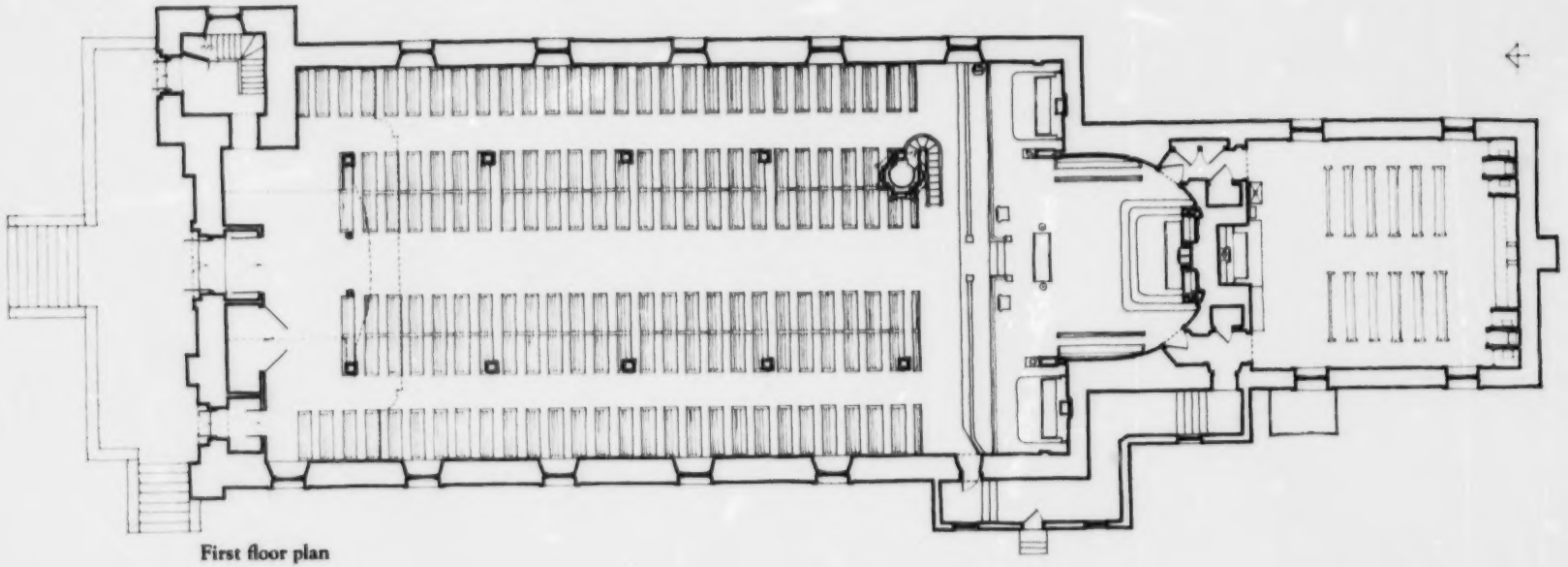
In 1840, to accommodate the Catholic homesteaders, a small church was built on the south shore of Allumette Island. In 1853, a disastrous fire swept through, destroying the church

N. elevation

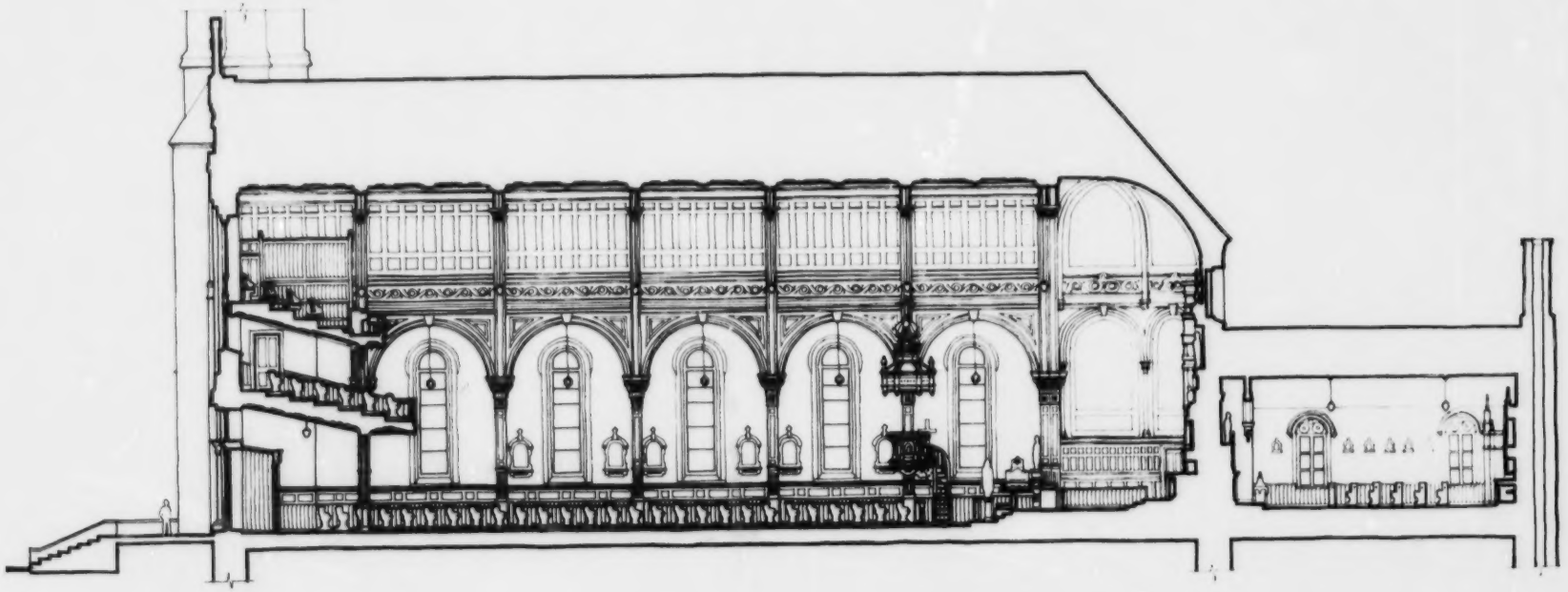


W. elevation

St-Alphonse-de-Liguori Catholic Church, Chapeau



First floor plan



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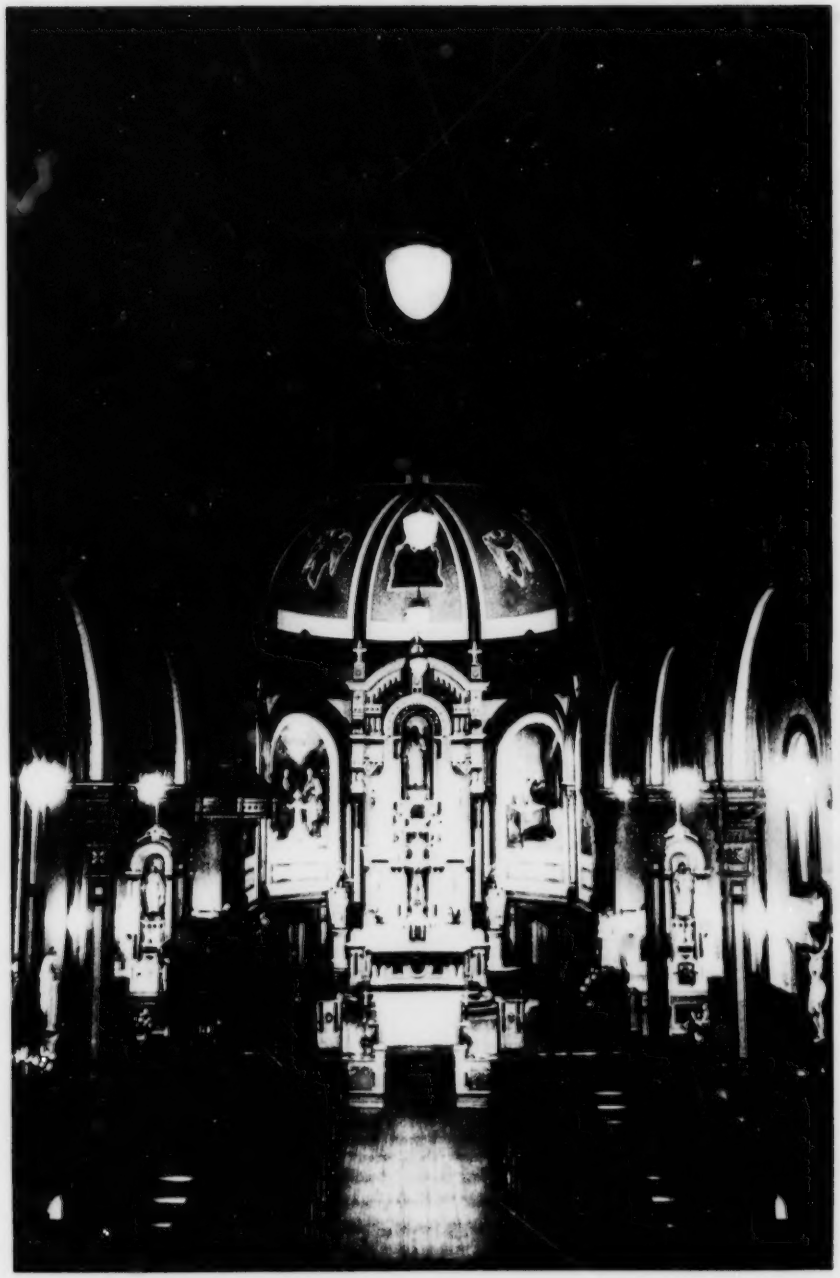
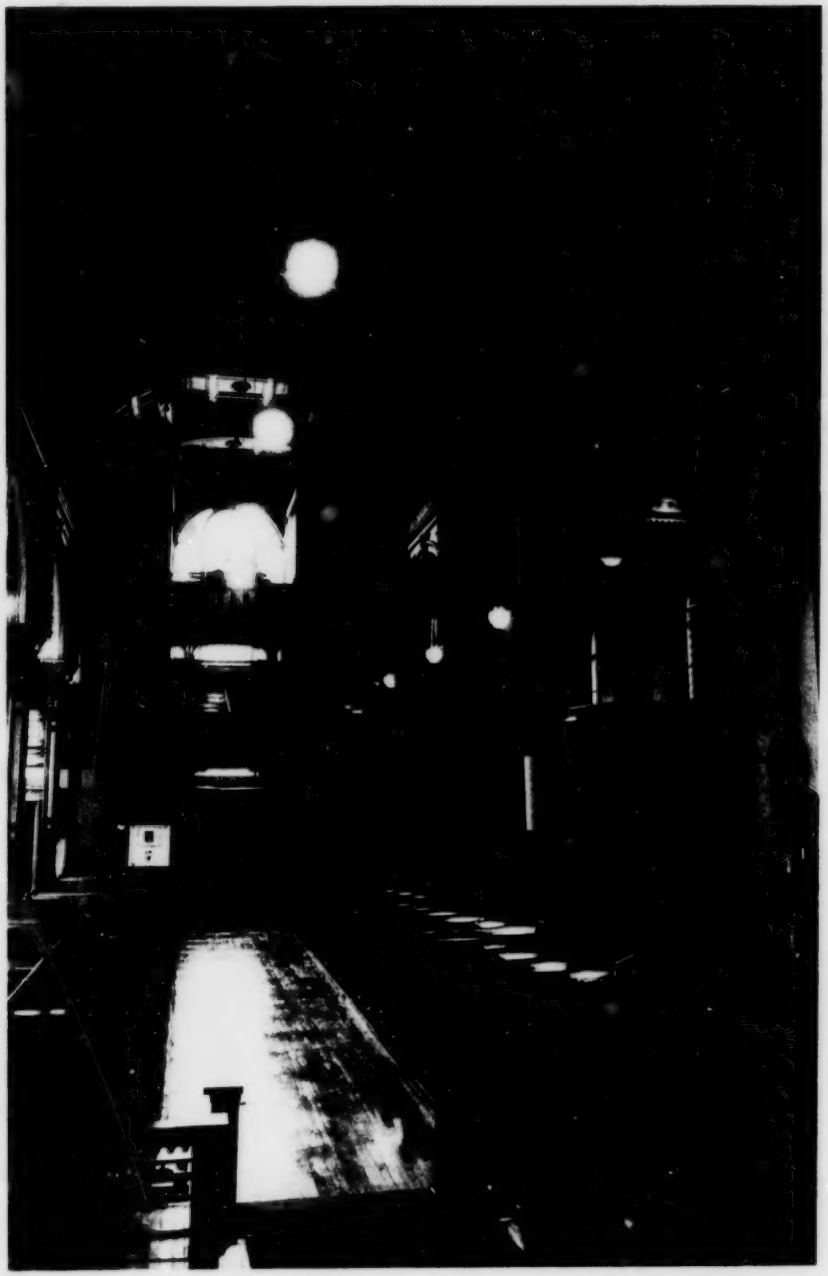
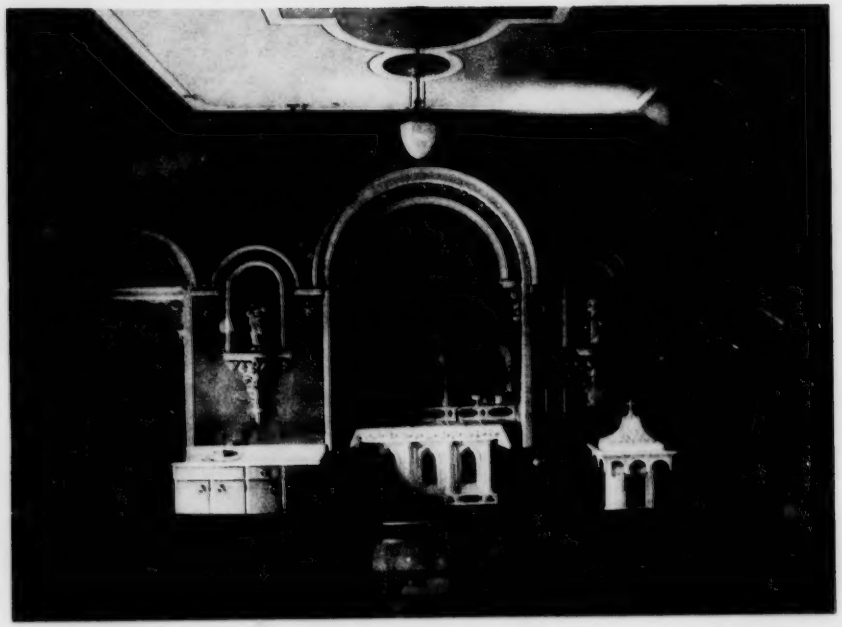
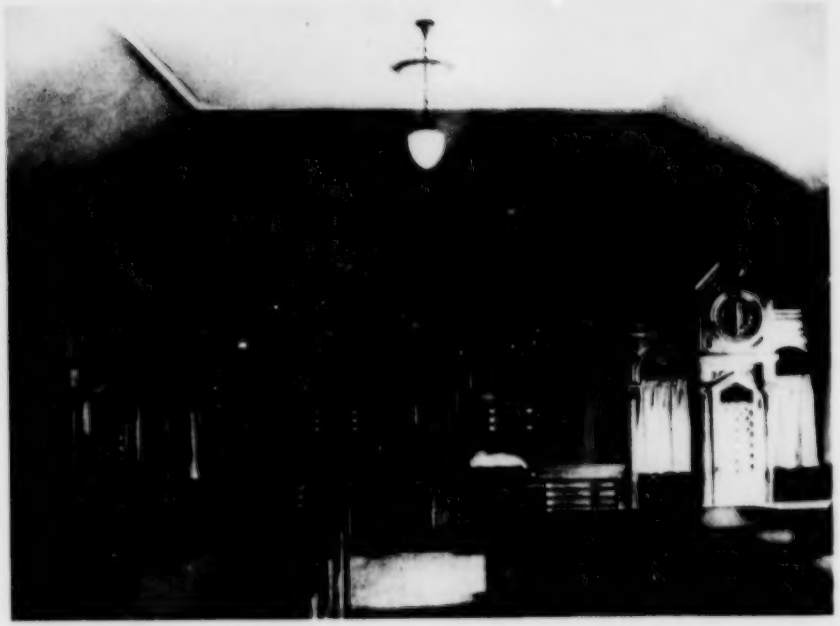


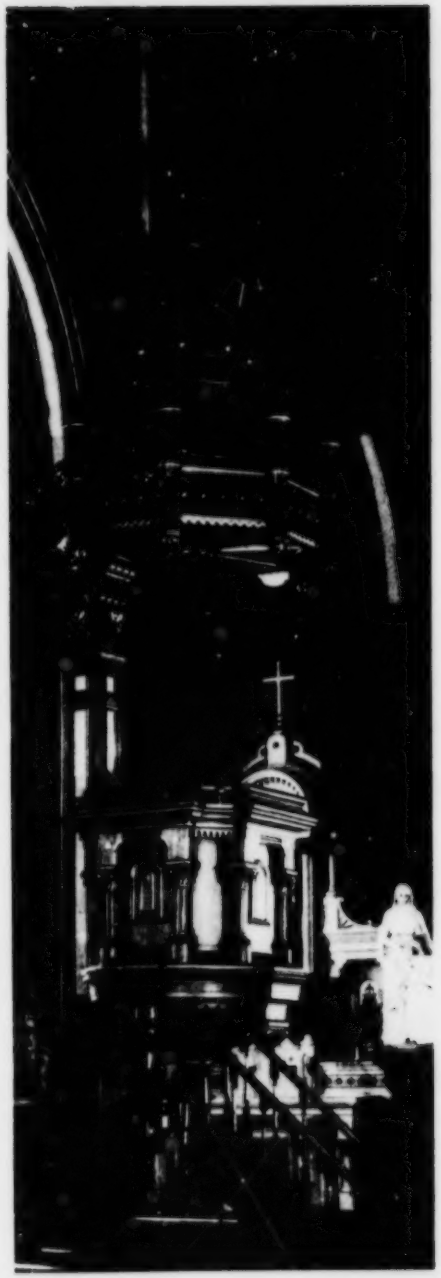


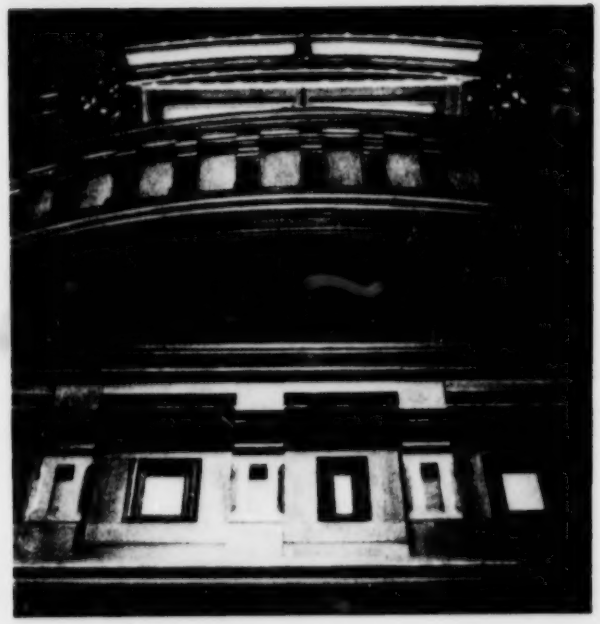




and almost every residence on the island. A few years later, another modest church was erected, this time in a more central location, on the site of the village of Chapeau. As the farming population increased and the village grew about the parish, the small church was no longer sufficient for the needs of its followers. In 1885, this modest church was replaced by the present grand stone church. Evidently Chapeau was to have been the centre of the Vicariate as planned in 1882. However, when the diocese was made official in 1898, Pembroke had become the seat of the Bishop.

Dominating the village of Chapeau with its 125 feet steeple, the Church of Saint-Alphonse-de-Liguori has been the worshipping and gathering place of the bi-cultural community for almost a century. The imposing structure reflects the important role the church has played in community life. Carefully planned and designed, the church was built by Montreal contractors, Fauteaux and Miranda. The stone for the side and back walls of the church was found on the island, while the church record states that choice stone for the façade was painstakingly drawn by horse and cart from Saint-Hyacinthe. The interior of the church is well lighted through a number of intricately beautiful stained glass windows. The walls as well as the vaulted ceiling are finished in raised panels of contrasting light and dark wood. The ornate pulpit, brought from France, rises above the four rows of classic oak benches. A grand Casavant pipe organ fills the upper balcony. Throughout, the building exhibits the careful and painstaking handiwork of true craftsmen.





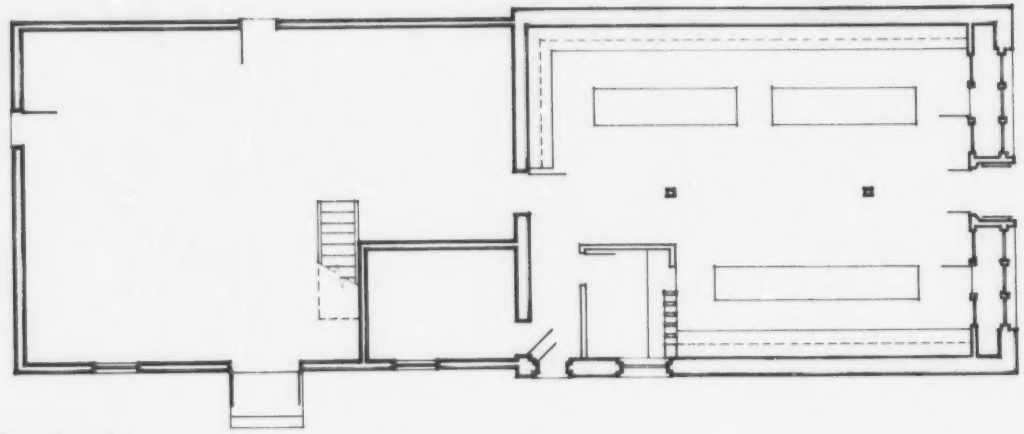
Agriculture and lumber, the recurring themes in the history of Pontiac County, contributed to the creation of the town of Sheenboro which grew up at the crossroads of their supply routes.

Looking east

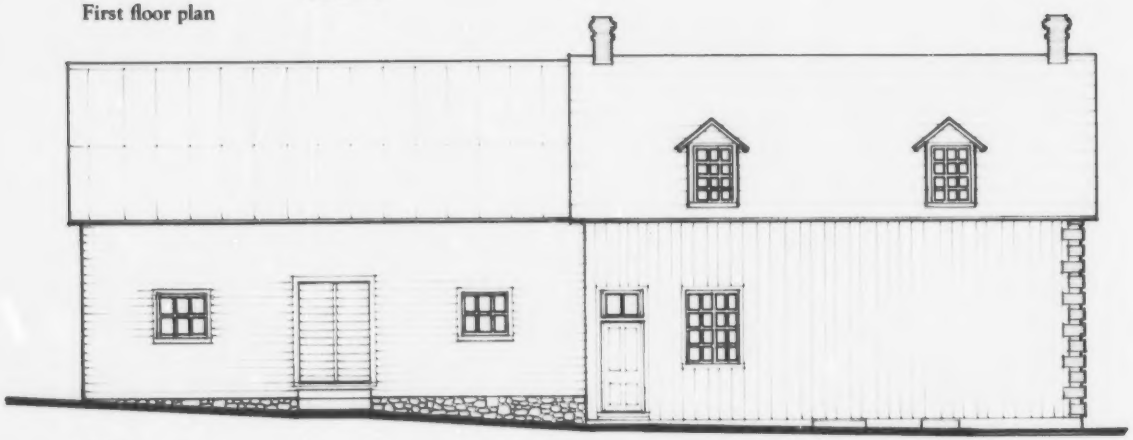
Looking west

The first store in Sheenboro was established in 1870 on the Michael Hayes farm. Here, at the crossroads halfway between Fort Coulonge and Rapides-des-Joachims, Hayes went on to construct the cluster of buildings which remain the core of the town to this day. The store, the hotel and the farm buildings were constructed of pine logs. At a later date, they were sheathed in clapboard siding with the exception of the log barn and the store, which was faced in brick.

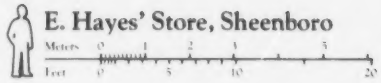
The steady business for a hotel or "stopping place" consisted of supplying shelter to the men and teams hauling supplies to the logging camps. Pontiac County farmers were often part time loggers. Part of the year was spent either in the shanties or portaging to them. In order to turn a profit on the enterprise, a portager would carry his own food, the feed for his horses and his bed roll. When he stopped for the night, 35 cents would pay for a place for the team, tea, and sleeping space on the floor for the driver. The hotel keeper would make his profit by the sheer number of his patrons — the bed rolls would often spread from wall to wall and the stables would be full.



First floor plan



W. elevation



S. elevation

The Hayes family developed all the facets of the hotel business. In addition, they raised hay and oats and portaged to the camps, ran a general store and post office, and worked in the bush. Michael Hayes' son Gilbert was a lumber jobber, and leased timber limits from J. R. Booth.

Today Pat Keon runs the hotel, and his mother Clarella operates the general store which was built next to it in 1907. For years Keon's Store and Hayes' Store ran a friendly competition: the post office shifted back and forth between the two, depending on whether the Liberals or Conservatives were in power.

Today, the nature of the town is subtly changing from agriculture and lumber to tourism. The hotel is mainly a beverage room and restaurant, and the store, instead of dealing in chests of tea and sacks of flour, handles jars of jam and quarts of milk. And the competition? Well, Hayes' Store has been closed since 1930.

Hayes' Store, interior, c. 1920

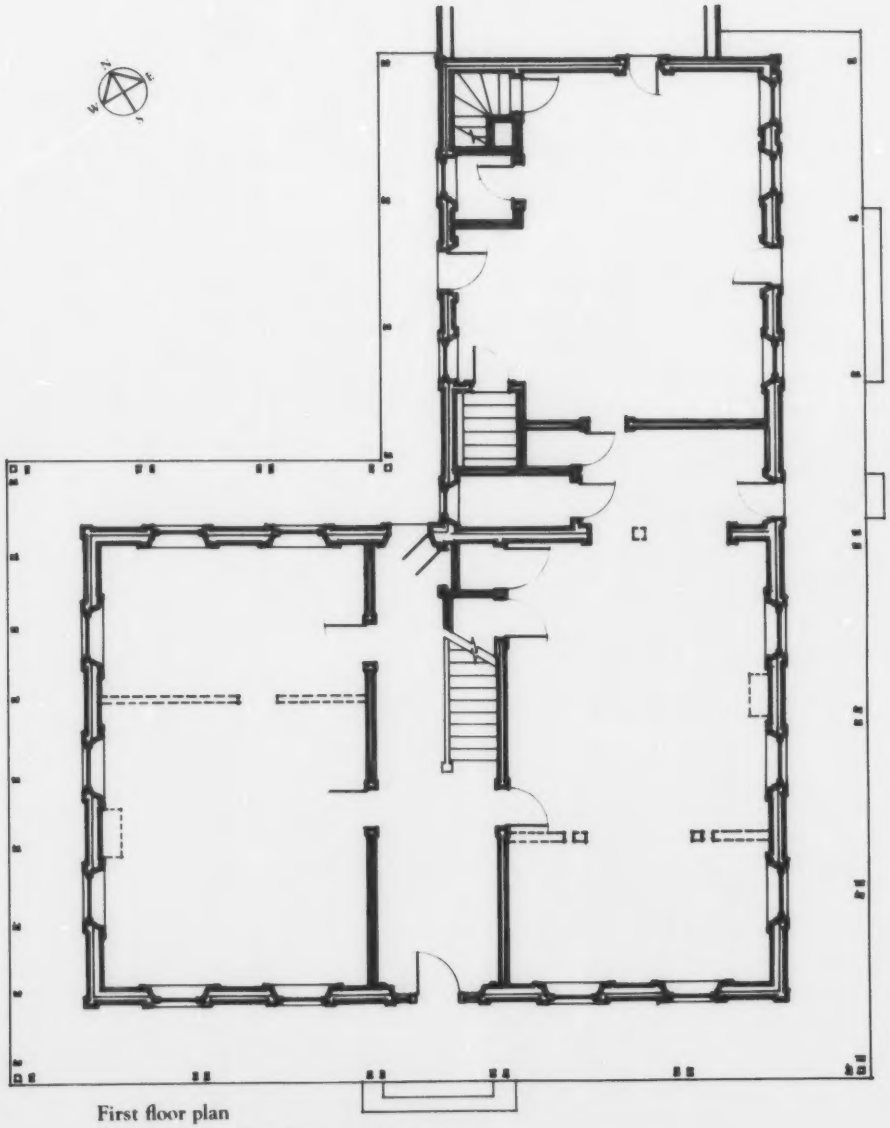
Bryson Farm House/Fort Coulonge 10

A number of impressive buildings remain in Fort Coulonge from the great lumbering days. Foremost among these is the "Bryson Farm House", a large wood-frame structure built in 1854.

The fur trading post at Fort Coulonge was established in the 1690's, by Nicolas d'Allebousť de Manthet, a member of the wealthy family which owned the seigneury of Bois de Coulonge near Quebec City. The post was sold to the North West Company in 1761 and came into the hands of the Hudson's Bay Company when the two companies amalgamated in 1821. Fort Coulonge was the head post on the Ottawa River until 1844, when the farm lands around the fort were sold, and only a "small sale shop" was retained to continue trade with lumbermen and settlers. Fort William, 30 miles upriver, became the head post below Temiscamingue. The fort Coulonge trading post was finally sold in 1855.

The advancement of the fur trade typifies the process of colonial exploitation of natural resources: as the fur bearing animals were depleted in one area "new frontiers" were continually being opened. The timber trade, using the same voracious style in pursuit of the magnificent 150 foot pine trees, accelerated the demise of the fur trade as the habitats of the animals were destroyed, and they were driven to the receding wilderness.

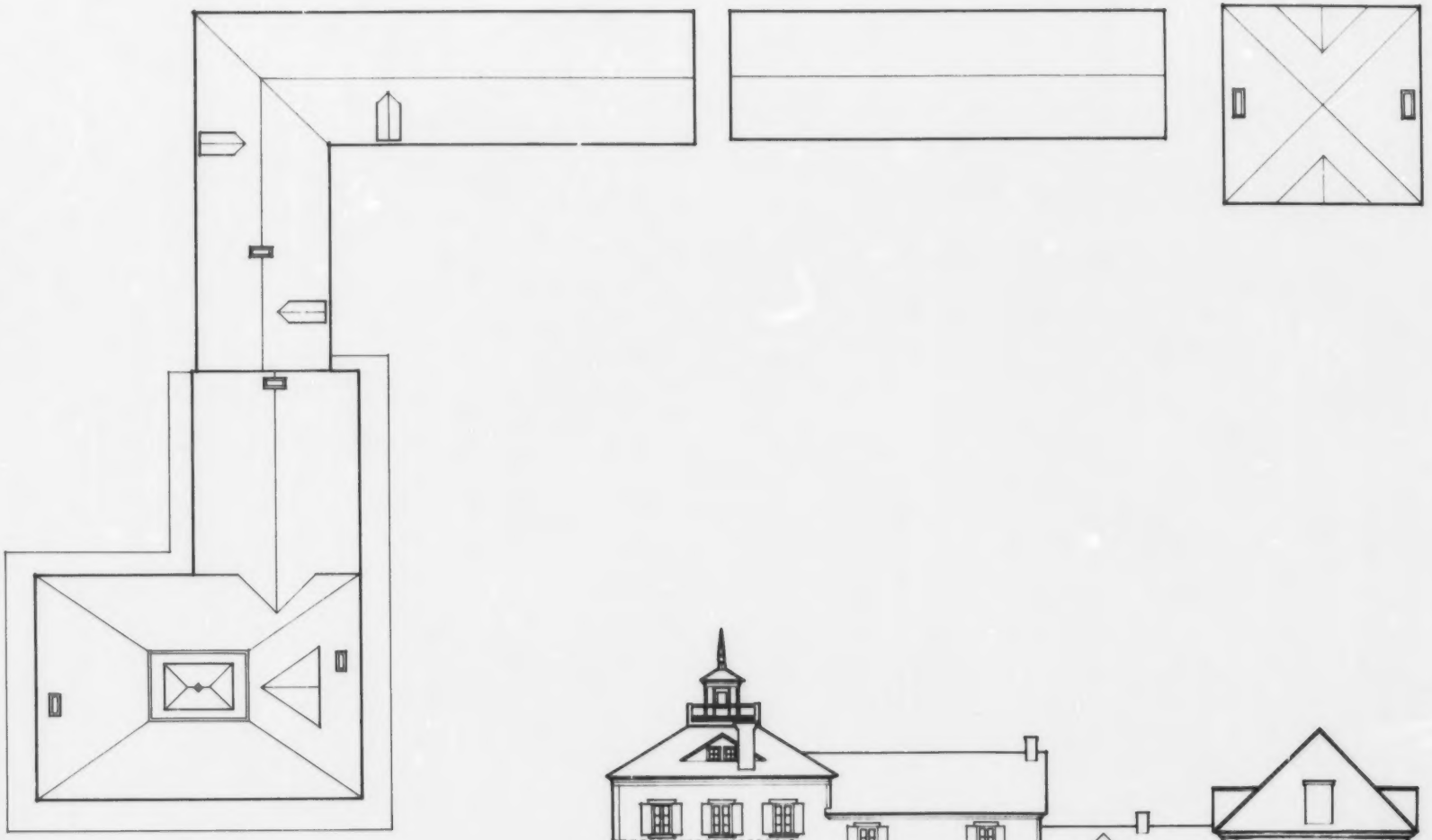
Fur trading posts, in their role as supply center, tended to encourage settlement. Around 1800, a village began to form a few miles downstream from Fort Coulonge. The area around the post was not suitable for a town and, furthermore, the Catholic settlers wished to locate across the river from the parish of La Passe. By 1830, it was reported that Fort Coulonge was "a double row of neat whitewashed buildings".



First floor plan

Meters 0 1 2 3 5

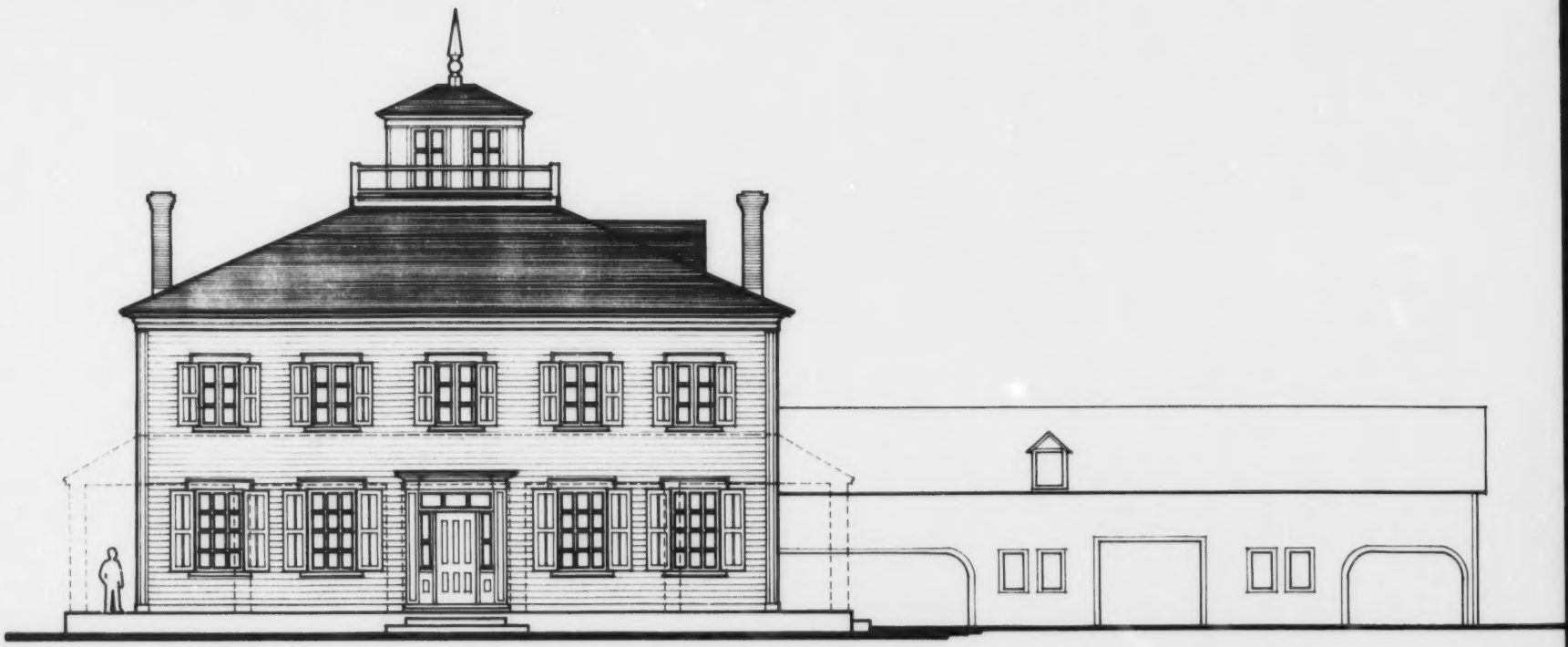
Feet 0 5 10 20



Roof plan

E. elevation

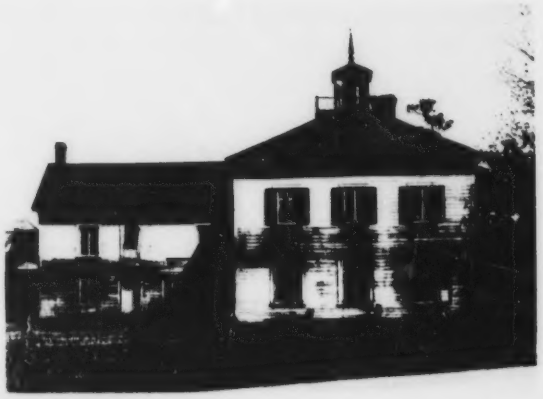
Bryson Farm House, c. 1910



S. elevation

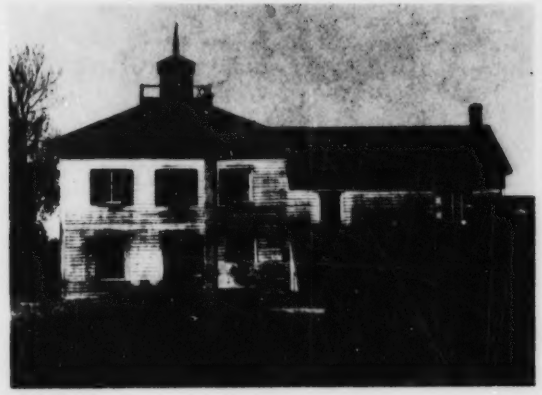
Bryson Farm House, Mansfield

Meters 0 1 2 3 5
Feet 0 5 10 20

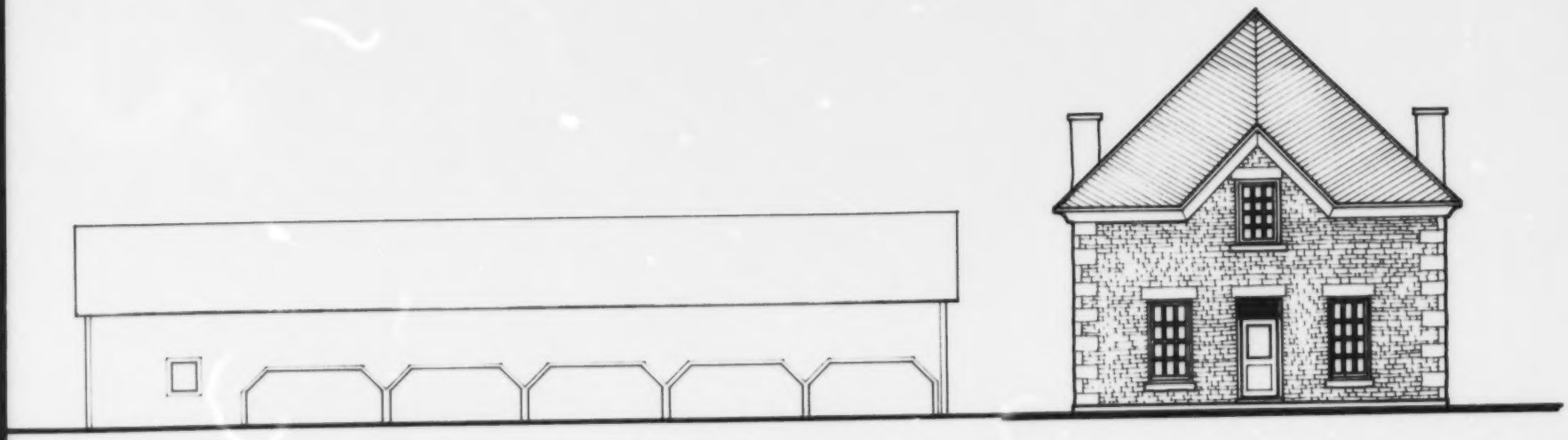


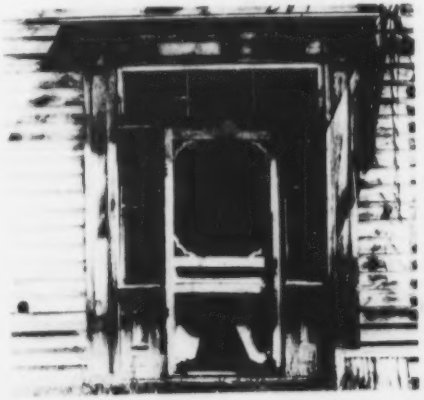
West facade

South facade



East facade





Front door

The square timber trade, encouraged by the construction of the timber slide over the Chaudiere Falls, began to move up the Ottawa River in the 1830's. George Bryson, at age 22, left the family homestead in Lanark Township Ontario, and came to cut timber on the Coulonge River in 1835. A timber slide was necessary at the Grandes Chutes in order to take timber off the banks of the 200 mile-long Coulonge River. Bryson applied for the crown deed on the chutes and had a slide built there at once. The first saw mill in the area went into operation in 1843, producing planks for shipbuilding in England and for local construction by settlers.

George Bryson married Robina Cobb in 1845, and they settled on their chosen farmsite in a crook of the Coulonge River halfway between the trading post and the new town. The Bryson House, that we see today across from the covered bridge, was completed at this homestead in 1854. The widow's walk atop the roof commanded an excellent view of the Coulonge River which also extended to the Ottawa River before the trees grew back up.

The Bryson House is not typical of houses in Pontiac County, the more common type of house being the simple log structure with a large gable dormer over the central front door. Michael Newton, of the Heritage section of the National Capital Commission, has discovered a series of similar houses from the St. Lawrence Valley near Montreal to Windsor, Ont. All these houses were built for wealthy Scottish fur or timber entrepreneurs. The houses were built between 1810 and 1840, the oldest being near Montreal and the most recent near Windsor. The Bryson House would be the latest of these houses and is notably different in one respect — wood was used as the structural material instead of stone.

The structural design of the house made good use of sawn lumber produced by the Bryson mill. It was built of eight inch post and beam framing with lath and plaster as the interior finishing. On the outside of the posts was a layer of one inch sheathing, then a framework of four inch lumber, and another layer of one

Spruce Holme-Toller House

Hugh Proudfoot House

J. O. Bridge House

St. Andrews Church

inch sheathing. This framework was filled with a lime and sand mortar as a crude form of insulation. The whole exterior was then sheathed in clapboards.

The house still has its original widow's walk, doors, woodwork and windows. A verandah around three sides of the house was added after it was finished, but has since been removed. The house is part of a complex of buildings which were essential to running a large farm. Off the summer kitchen to the north was a woodshed, a forge, an ice house, carriage sheds, and a stone office building. There were once seven barns on the farm.

The Bryson House complex was George Bryson's headquarters. It was a home base that tied together many important economic aspects of the time. The farm provided the Bryson family with its food and clothing, and was also a supplier to lumber camps, a depot and a timber operations office.

There was a high demand for local farm produce such as hay, oats, and beans, to supply shanties in the peak of the timber trade years during the mid 1800's. A large production of these staples made a lumberman less dependant upon borrowed capital. An 1871 census shows that the Bryson farm had 300 acres in crops and 100 acres in pasture, produced 2,500 bushels of oats, 60 tons of hay, 600 bushels of potatoes, and had 46 head of cattle, 32 horses, 48 sheep and 26 swine. The large farm also supplied off-season employment for landless shantymen who would otherwise leave the area after the spring drive. This created a more dependable and experienced crew in the camps the next winter.

After 1825, lumbermen were allowed to cut on crown land through a leasing system. George Bryson had many such limits. Another means of securing timber was to buy land from the government. By 1875, Bryson had acquired at least 5,300 acres of crown land in Mansfield Township.

George Bryson is usually remembered as a lumberman, but he was involved in other endeavors as well. He began a political career in the 1850's when he served as mayor of Mansfield, and was elected County Warden in 1862. He was appointed to the Legislative Council of Quebec in 1867 and, with other lumbermen and merchants, he founded the Bank of Ottawa in 1874. The Bryson influence continued even after George Bryson's retirement, as his son, George Bryson Jr., sat in the Legislative Council and on the Board of the bank until his death in 1939.

In the 1870's, Fort Coulonge village began to grow rapidly, thanks to the timber trade. The 1877 census lists a saw mill, a store, a telegraph office, and four taverns. Employment with the lumber camps drew many French Canadians from the St. Lawrence Valley where available farm land was becoming scarce. Many Irish families fleeing the potato famine in Europe also settled in Fort Coulonge, and in 1876 the 88 French and Irish Catholic families built their first church there. It was replaced by a brick church in 1884 when Catholic families numbered 169. The present stone church was built in 1923.

The Brysons were strong supporters of the Presbyterian Church. The congregation met at the Bryson House from 1864, until a wood frame church was built. In 1890, the present stone church was built. A large stone house was built on Main Street for John Bryson, oldest son of George and Robina, in 1872. A second stone house was built next to it four years later for George Bryson Jr. John and George Jr. were partners in a lumber operation which later amalgamated with the Frasers of Pembroke. John Bryson became a Federal member of Parliament in 1882. George Jr. took over his father's seat in the Legislative Council in 1887 and on the Board of the Bank of Ottawa in 1895. James W. Bryson, the youngest son, took over the operation of the farm and was not actively involved in politics.

The completion of the Pontiac and Pacific Junction Railway in 1887 helped boost Fort Coulonge to the position of lumber capital of Pontiac County, and the following year it became an incorporated village.

Ulbrich Durocher House

Le Guerrier Store

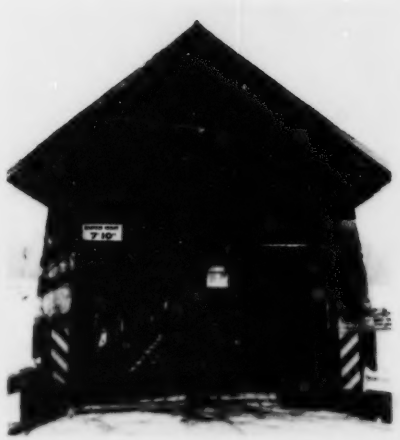
Dr. Rabb's House

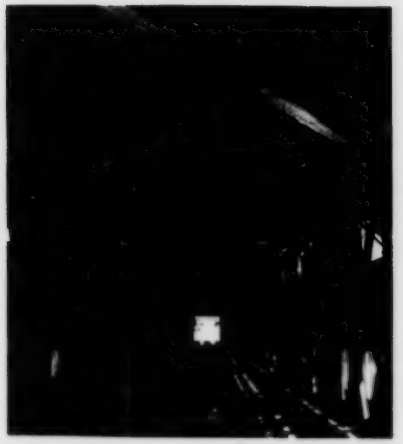
Red Covered Bridge 11

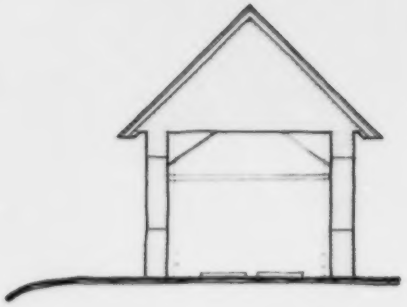
The red covered bridge, north of Fort Coulonge, was built in 1898 by contractor Augustus Brown of Beachburg, Ontario. It succeeded two earlier bridges at the same point on the Coulonge River, providing a road from the lumber shanties to the village of Fort Coulonge. Supported by five timber piers, the bridge spans a distance of 423 feet; it is the third-longest covered bridge in the province. Constructed entirely out of pine, the single-lane bridge was roofed to protect it from decay.

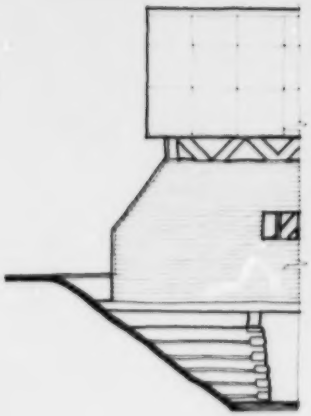
In 1964, the bridge was in great need of repair and was threatened with demolition. A fund-raising committee was formed by Dr. H. R. Rabb, Mr. Hugh Proudfoot, and Mr. Dean Rogers, in an effort to save the bridge from destruction.

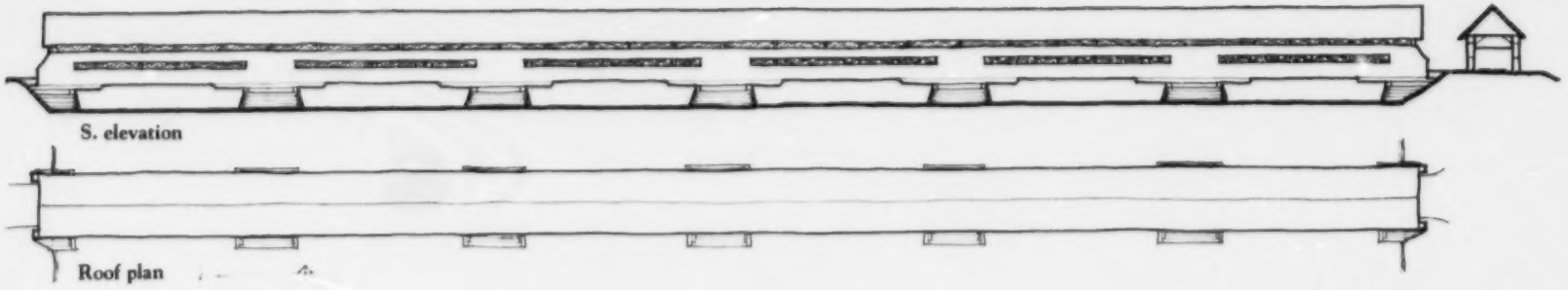
With grants from several provincial and federal government departments, donations from concerned individuals, and a campaign in "The Equity", the rotted piers were replaced. The bridge was raised and repaired so that it could be put back into use. In addition to being functional, the red bridge adds a touch of nostalgic charm to the scenic Coulonge River.





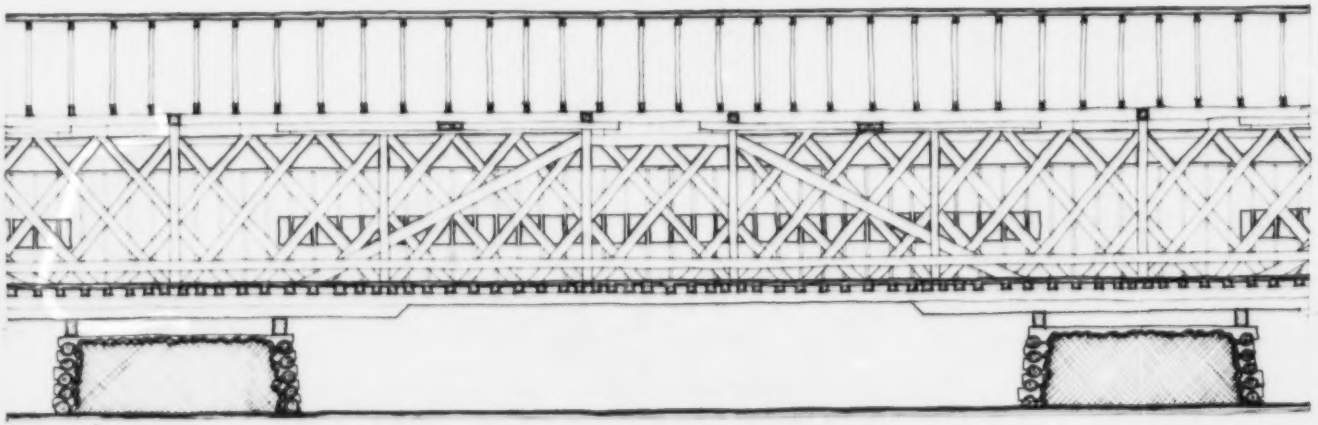






S. elevation

Roof plan



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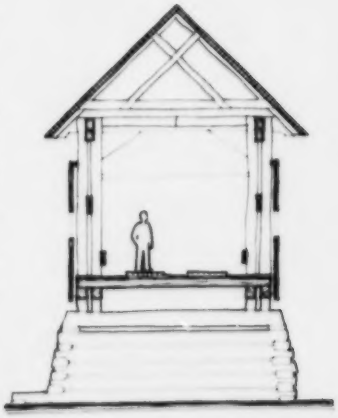


Covered Bridge, Fort Coulonge and Mansfield

Brick buildings / Shawville 12

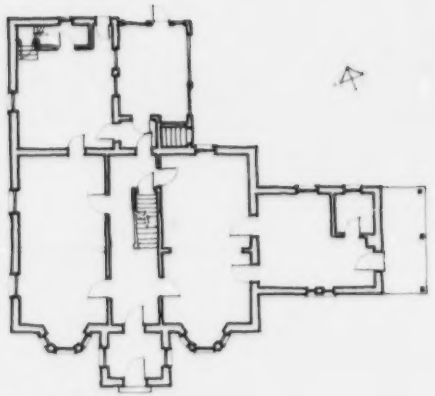
A number of substantial brick structures testify to the affluence that once existed in Shawville.

In 1873, the year of its incorporation, Shawville was a growing village of about three hundred people, and the centre of a relatively prosperous agricultural community. The lack of efficient long-distance transportation had encouraged the formation of a multitude of local industries. Prominent among these were the brickyards. In 1865, Samuel Armstrong began making brick with the gray clay that is so abundant in the area. The bricks were made in moulds, set to dry, then fired in kilns where the intense heat turned them red. In 1888, Ralph Hodgins opened up another brick yard, just south of Shawville. These two businesses supplied the chief material for a great number of buildings in Shawville. Also important in the building industry were the lime kilns which processed local limestone into the base for mortar. A saw mill and a sash and door factory provided the lumber and material to finish the interior.

The arrival of the railroad, in 1886, had a significant effect on Shawville and its surroundings. Grain and other farm products could be shipped to city markets, and with the pulp and lumber business gaining importance, the population increased considerably. It was during that period that there was a building boom; a great number of brick structures appeared.

Shawville became a busy town and prospered until urban centralization of industry gradually absorbed most of the local businesses. Subsequently, there was a migration of the younger generation towards the cities and larger industrial centres.

A number of large and elaborate brick buildings provide an insight into the affluence that existed in Shawville a hundred years ago. A good example of a spacious brick dwelling is Mr. and Mrs. Watt Taylor's house on Main Street. The fifteen room house was built around 1880 by George Hynes, a contractor who left his mark on a number of imposing brick buildings in Shawville. Typical of solid structures, the Taylor's house is constructed of three wythes of bricks, with an air space between each one for insulation. The interior walls and ceilings are plastered and the interior trim is oak. This well-preserved house is representative of many fine buildings in Shawville that have survived the passing of a century with hardly a scar.



First floor plan

S. elevation

Taylor's House, Shawville

Town Hall

Bryan Murray's House

King Street looking west

Mr. and Mrs. Clare Strutt's House

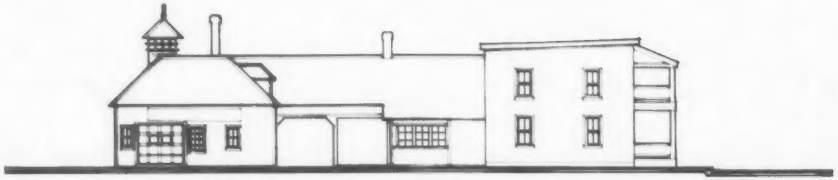
Royal Bank Building

Dr. F. G. Rogers House

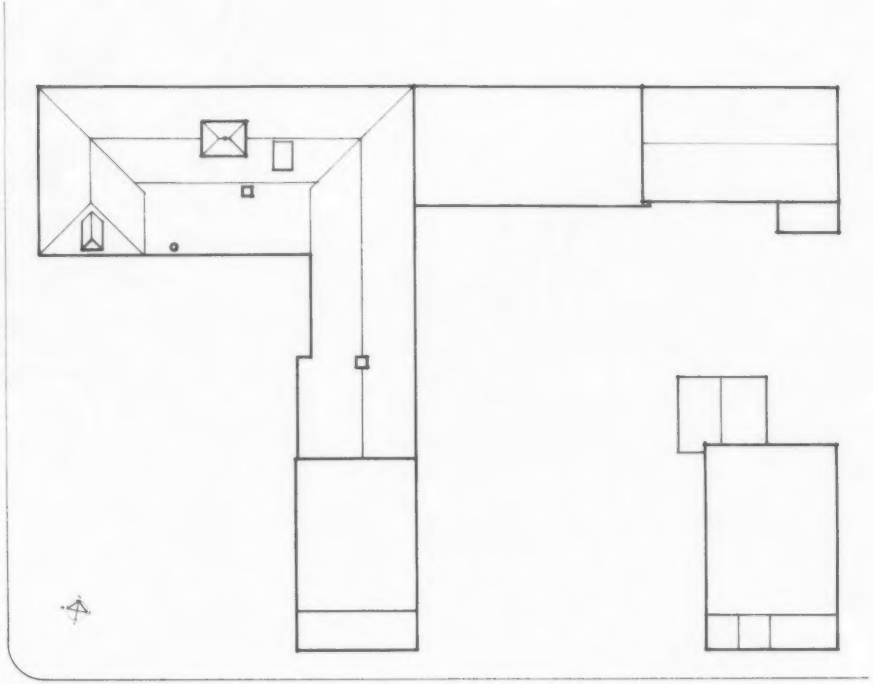
Dr. Wallace Hodgins House

Hynes House

Blacksmith shop 13



W. elevation

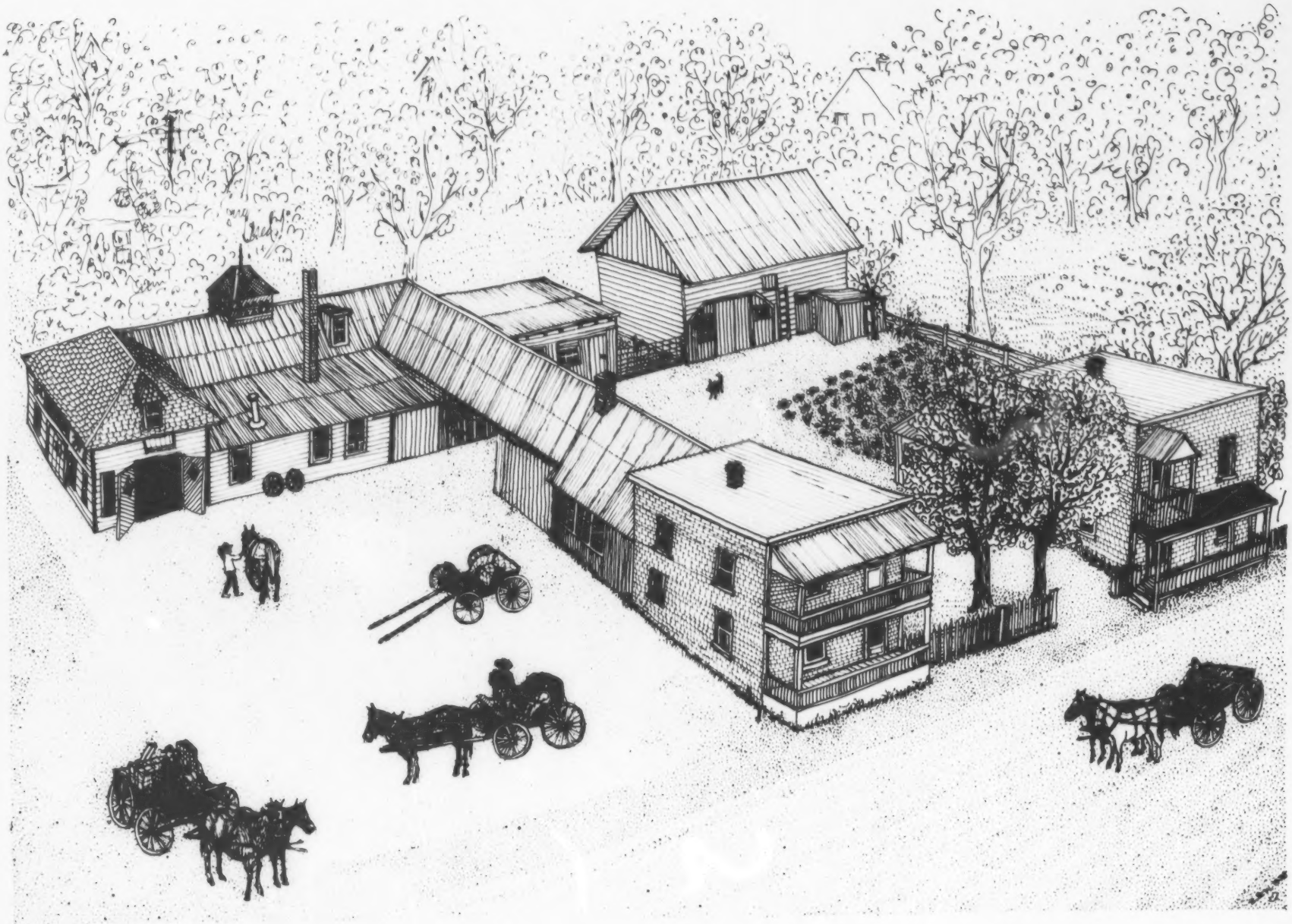


Roof plan

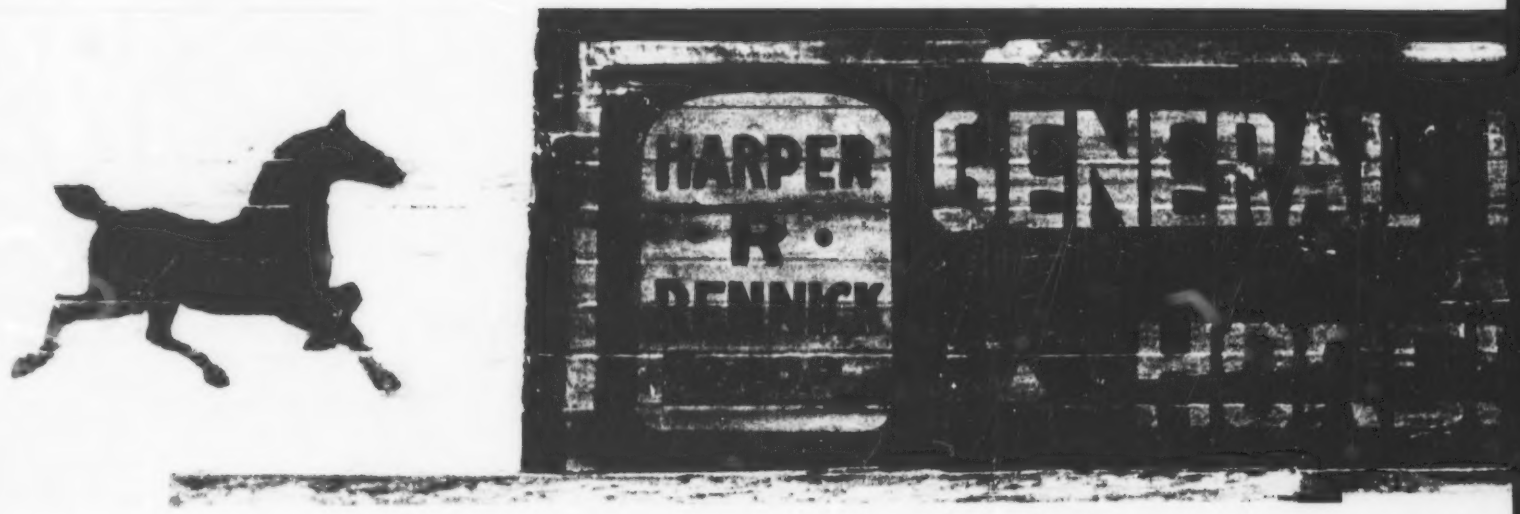
S. elevation

Rennick's Blacksmith Shop, Shawville

Once essential to the welfare of the community, the blacksmithing trade became obsolete when the automobile replaced the horse and buggy as a means of transportation.



Rennick's Shop and Home, c. 1910



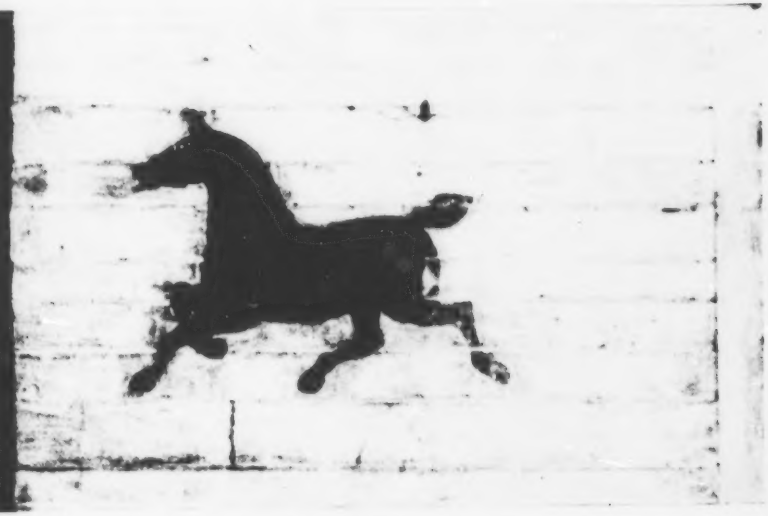
At the turn of the century, blacksmithing was a trade highly esteemed and essential to the welfare of the community. Horses and buggies were the means of transportation and blacksmiths provided the services necessary to keep both horse and buggy in good running condition. Due to a constant demand for their skills, blacksmiths played an important role in the development of small communities.

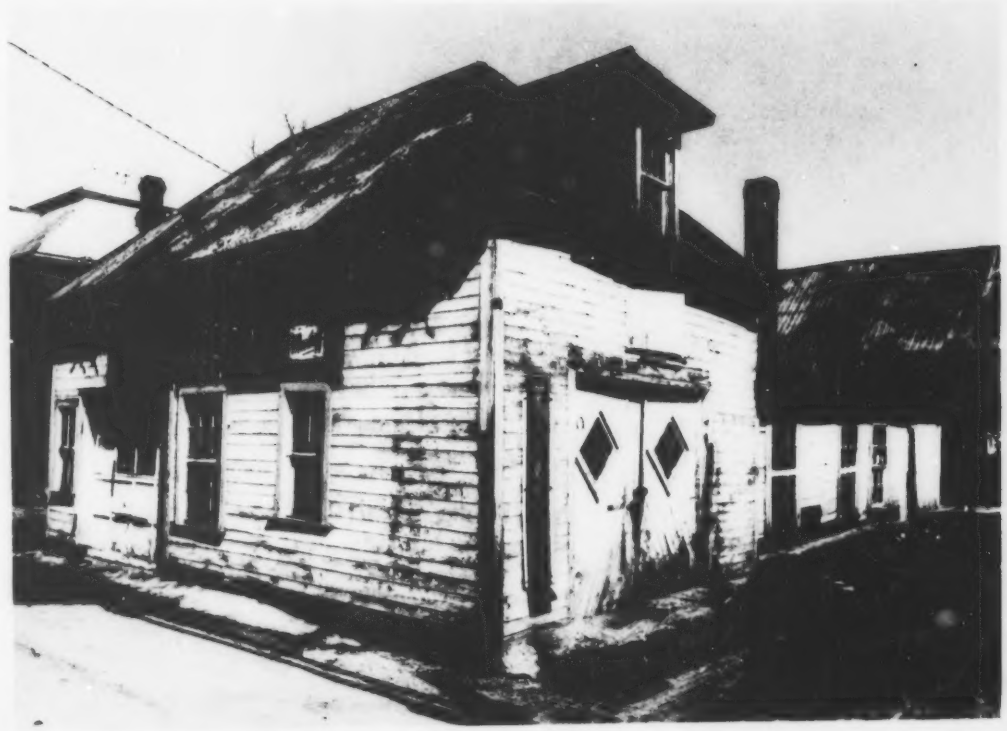
When John Armstrong Rennick came to Shawville in 1914, he became one of five blacksmiths operating shops in the village. He later taught the trade to his son Harper, who became Shawville's last blacksmith. The shop was once a lively place, keeping four men busy shoeing horses, as many as ten teams in a day. With the help of a hired woodworker, new buggies and sleighs were built and old ones repaired.

The building that housed the blacksmith shop was built around 1910 and was originally meant to be a stable and chicken house. In 1914, it was slightly remodeled to accommodate the shop with its two forges and two anvils. The building is a hip-roofed woodframe structure with a massive cupola bird house on one of its peaks. As the business prospered, a house was built beside the shop and in 1920 a carriage shed linked the two buildings. A series of storage sheds was later attached to the east end of the complex to produce the existing cluster of buildings.

As the automobile inevitably replaced the horse and buggy, the demand for blacksmiths' services decreased, while the smiths grew older and were not replaced by younger men. Harper Rennick retired from full time work in 1968, but accepted small jobs until 1976, when he sold the shop to a local merchant. It is currently used as a warehouse, but is in deteriorating condition. A veritable relic of local history, the old blacksmith shop is certainly worth preserving as part of our heritage.

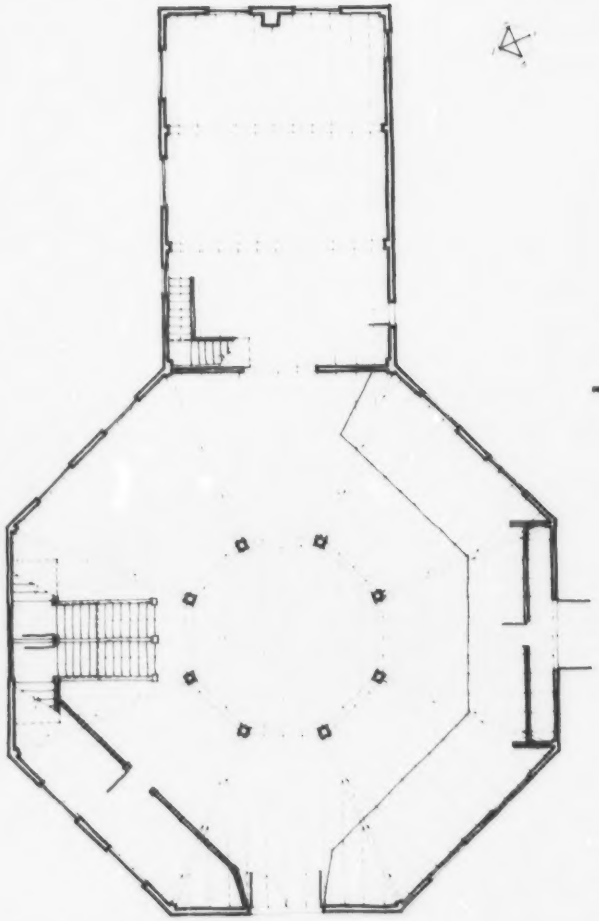
Macduff



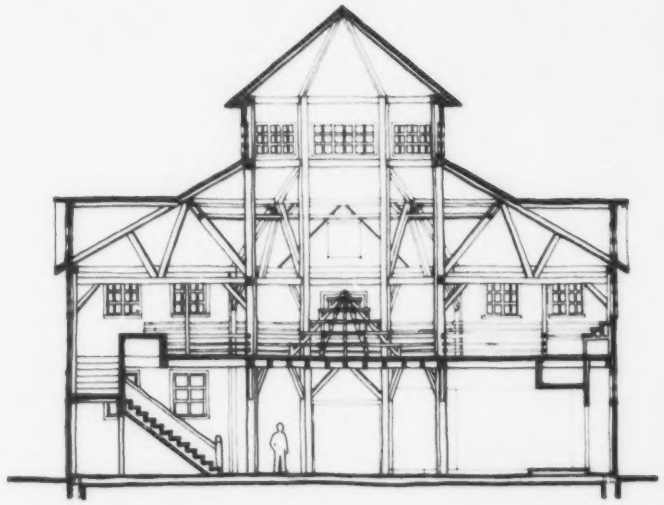


Fair/Exhibition Hall/Shawville 14

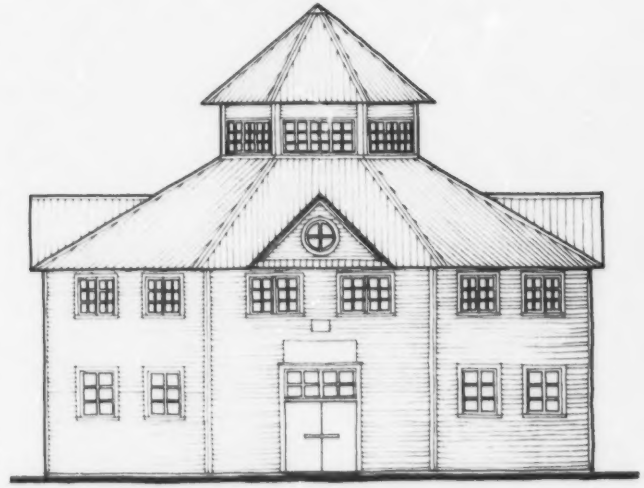
In 1898, the main exhibition hall was erected. Several carpenters worked on the timber frame of the large octagonal structure, and when the building was ready to be raised, a bee involving 100 people was held. The hall is of a style particular to fair buildings of the early 1900's. It is one of the few buildings of this interesting architectural design that has managed to survive to the present day. Displays in the spacious hall have always included such favourites as ladies' fancy work, quilts, baked goods and prize vegetables, as well as the latest agricultural machinery.



First floor plan



Section



W. elevation

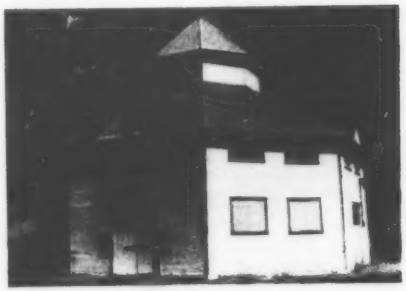
Agricultural Exhibition Hall, Shawville

HOT Dog

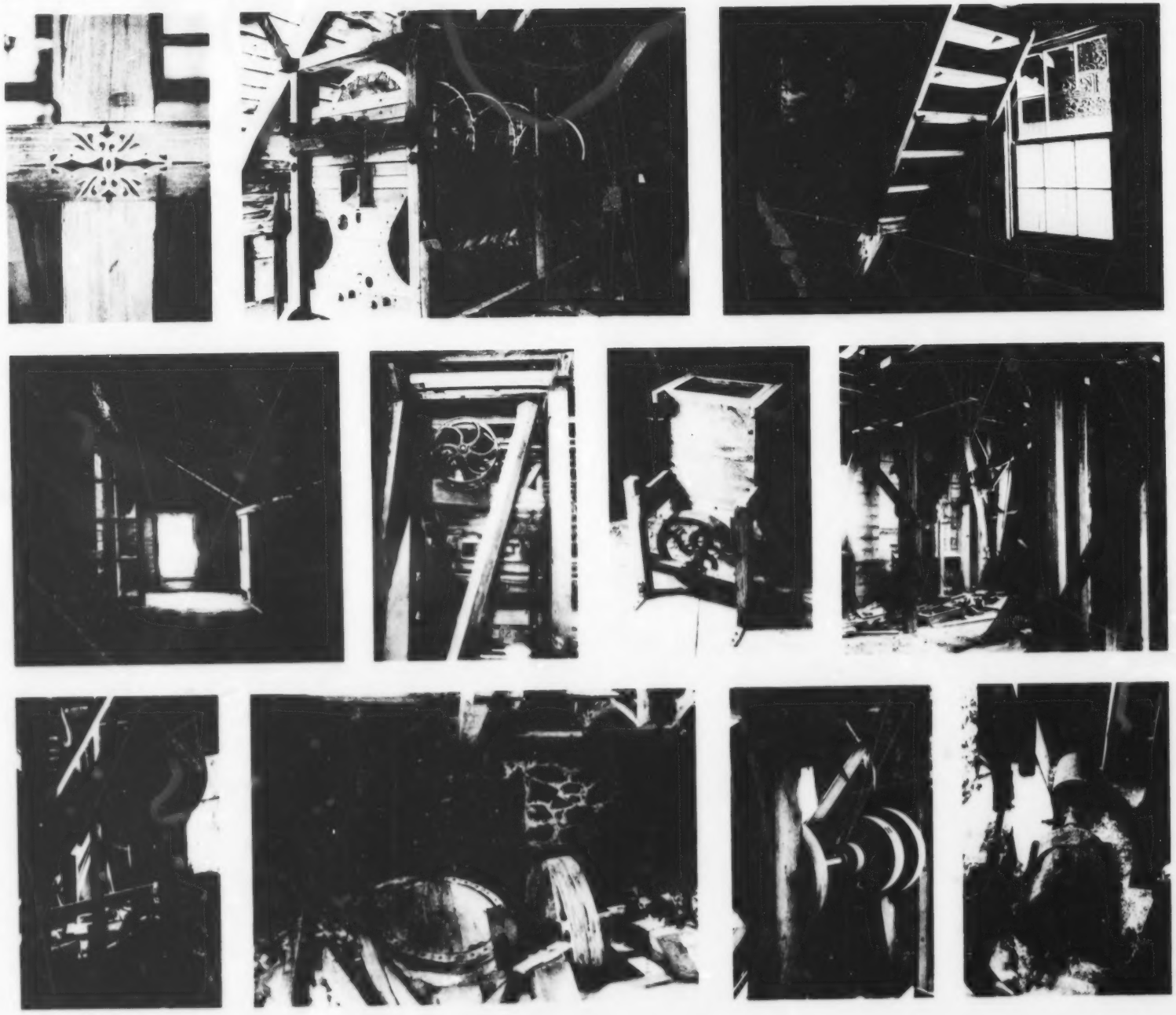
Started in 1858 by the Pontiac Agricultural Society, a group of enterprising farmers, the Shawville Fair has always been a major event in the lives of the local people. Initially a one-day occasion, the fair was held in a different place every year, until a permanent fair ground was selected. In 1897, the Agricultural Society acquired a suitable piece of land for the fair, and built several stables and outbuildings to house the animals being exhibited.

The horse show has always been the main attraction of the fair. The harness race was once the highlight of the day, with sleek and swift horses competing for the glory of victory. The spirit of competition was just as keen among the farmers, who would rig up their best driving horses and buggies and participate in a special "farmers' race". The merry-go-round, at first powered by a steam-engine, delighted the young and old alike.

The Shawville Fair has since adapted to the changing times, from the neighbourly gatherings of the early days to the fast-paced entertainment of today. Nevertheless, the horse shows, the baking and sewing competitions, the poultry displays, the local talent shows and the midway all continue to create a festive atmosphere and the spirit of the fair continues.



15 Grist mill



The mill was powered by an efficient system which utilized no electricity, burned no fuel, and cost nearly nothing for upkeep, yet functioned reliably for more than 50 years.

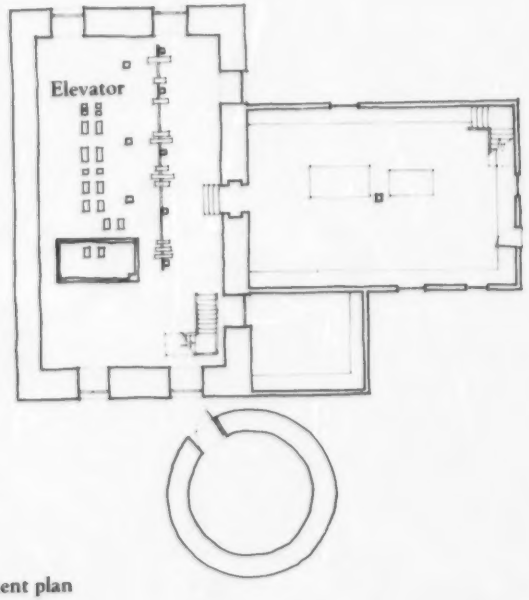
Wheat for bread was one of the first priorities of the early settlers. They soon found that it grew well on the virgin soils, even in roughly cleared fields. Early in the history of the settlements therefore, a demand arose for a mill to convert the grain into flour. In the 1830's, Captain Walter Radford built a small grist mill on a creek ten miles above the present village of Radford. It was of simple design, employing two large burr stones and powered by a waterwheel 14 feet in diameter and 5 feet wide.

Farms grew and prospered, stumps were removed from the fields, the mattock and reaping hook gave way to the plow and cradle and eventually the self-raking reaper. One acre of wheat was superseded by 50 or 100 acres. Tastes were changing as well, and now families were disdaining coarser whole wheat flour in favor of the more highly processed white flour. It became necessary to construct more modern facilities at the Mill Creek above Radford.

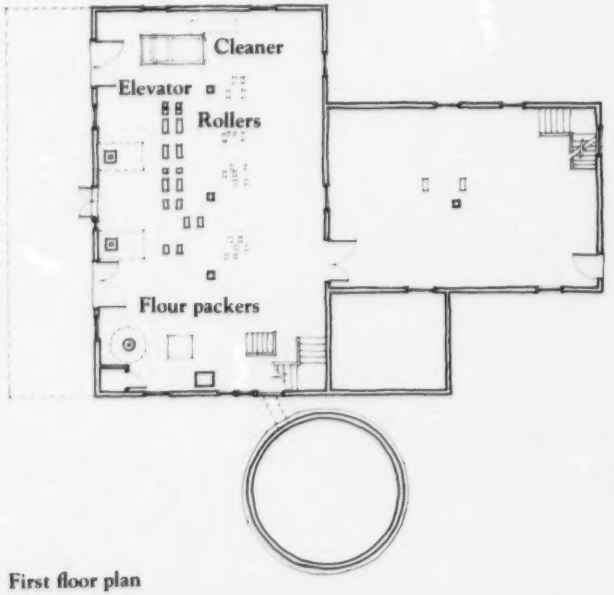
In 1884, James Wilson laid the foundation for the Clarendon Roller Mills and on March 1, 1888, operation began. The main building houses four floors of machinery, equipment, and work space. In addition there are two attached storage silos, each of 120 ton capacity. The stone foundation forms the basement level and supports the main structure, which combines post and beam with stud framing, sheathed with pine and hardwood lumber. The round silo, roof and parts of the walls are further covered with galvanized steel shingles as a barrier to moisture.

The mill was powered by an efficient system which utilized no electricity, burned no fuel, cost nearly nothing for upkeep, yet functioned reliably for more than 50 years. One thousand feet upstream a concrete dam was constructed from which water was conducted down a pipe. The pipe measured 30 inches at the source and decreased to 16 inches in diameter at the mill. In its course the water dropped 90 feet producing a pressure of 40 pounds per square inch at the mill. This was converted to mechanical power by a turbine in the basement which delivered upwards of 65 horsepower. A belt drive system from the turbine transferred power to the rollers, sifters, elevators and other machinery. Another turbine downstream from the mill utilized the outflow and provided a secondary source of power which was transmitted by cable back to the mill.

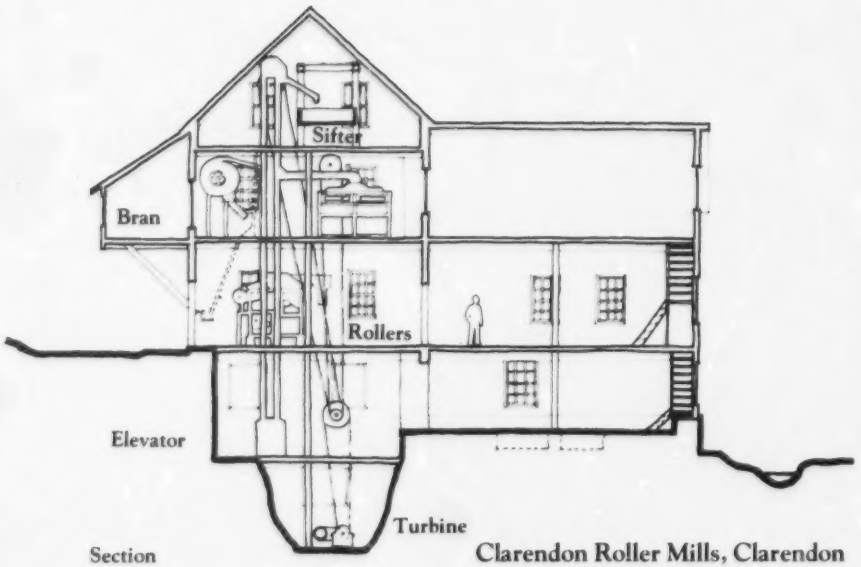
Although at various times during its operation, there were other grist mills at Portage-du-Fort, Bryson, Shawville, Quyon and Campbell's Bay, the Clarendon Roller Mills served an area as far



Basement plan



First floor plan



Section

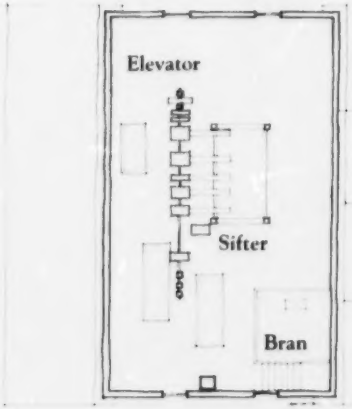
Clarendon Roller Mills, Clarendon

north as Sandy Creek and as far west as Sheenboro. As is the case with today's grist mills, farm merchandise accounted for some of the business, and it was possible to buy tools, seed and provender and have grain crushed for feed. However, at the Clarendon Roller Mills, the main work was the milling of wheat into flour and its by-products.

A great deal of the business of the mill came from small farmers who brought in their wheat to be ground into flour for personal use and often had a surplus of grain to sell or trade to the mill. Wheat was grown extensively in this area; the mill operated winter and summer, for much of the time running day and night and closing only on Sunday. At capacity, the output was about 50 barrels (196 pounds) of flour each day. A bushel of clean wheat weighing 60 pounds yielded 48 pounds of white flour and the charge for milling was 25 cents in 1930. The locally-produced wheat was a major crop until the 1930's when the price fell from $1.25 a bushel to 47½ cents in 1934. As a result of this fall in value and improved transportation, it became cheaper to import grain from the West.

The trend toward greater industrialization and specialization was felt in every facet of life in the country. Small mixed farmers were finding there was no longer a market for their produce and many of the young people moved to the city. The traditional self-reliance of the community was replaced by a preference for mass-produced goods and services. By the end of World War II, the large factory flour mills and mass distribution accounted for the lion's share of the flour market. The Clarendon Roller Mills discontinued operation in 1944.

Second floor plan



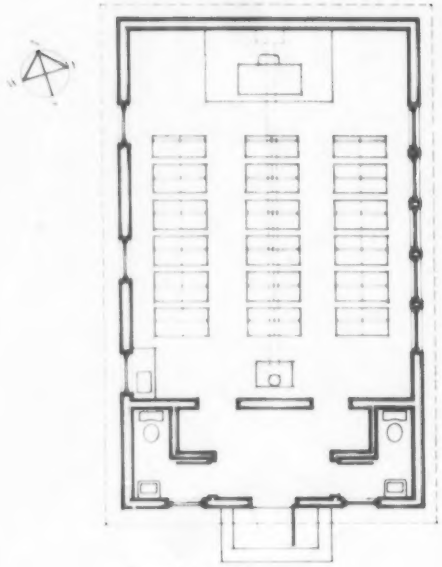
Third floor plan

Schools 16

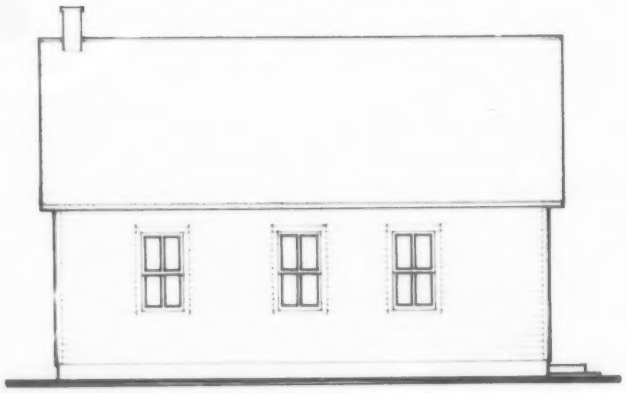
It was less than 100 years ago that education became universal and a schoolhouse was a must in every community.

The original schools in the pioneer settlements were organized by groups of families who shared the costs of building, teacher's wages and expenses between them. The first schoolhouse in the county was opened in 1827 near the Bristol line on the Front Road in Clarendon Township. Soon after this, the first school corporation was formed with power to collect land taxes to finance education.

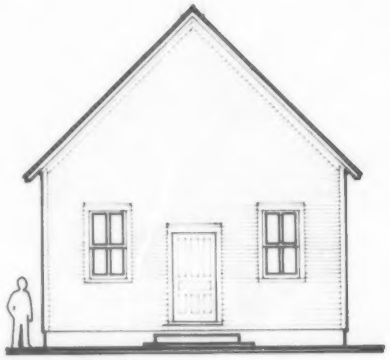
For many years, school attendance was the exception, rather than the rule, especially in the more isolated areas of the country. No great deal of education was required by the common fold, who became the loggers and farmers that formed the backbone of the labor force. It wasn't until less than 100 years ago that education became universal and a schoolhouse was a must in every community.



First floor plan

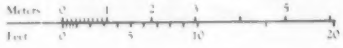


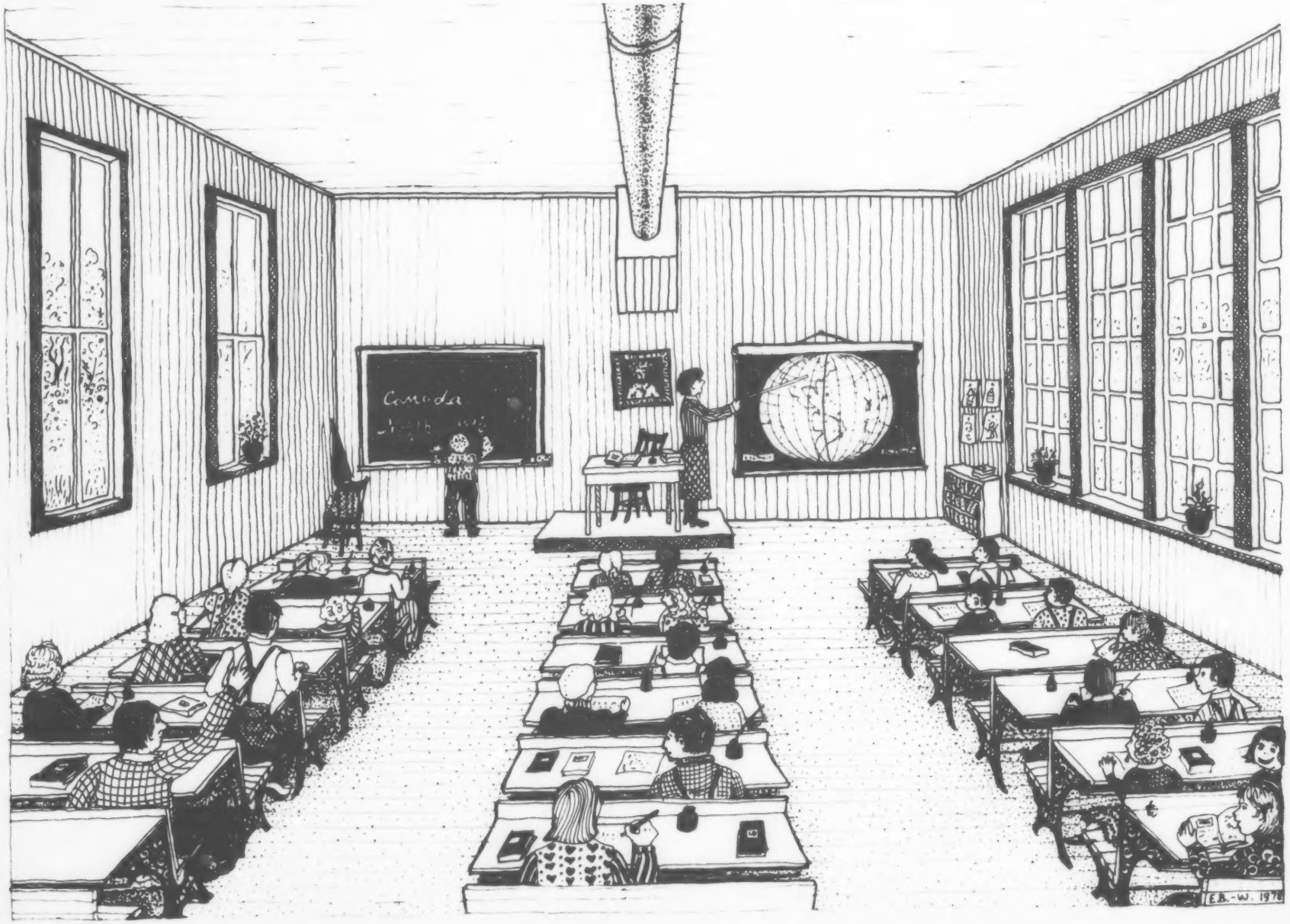
W. elevation



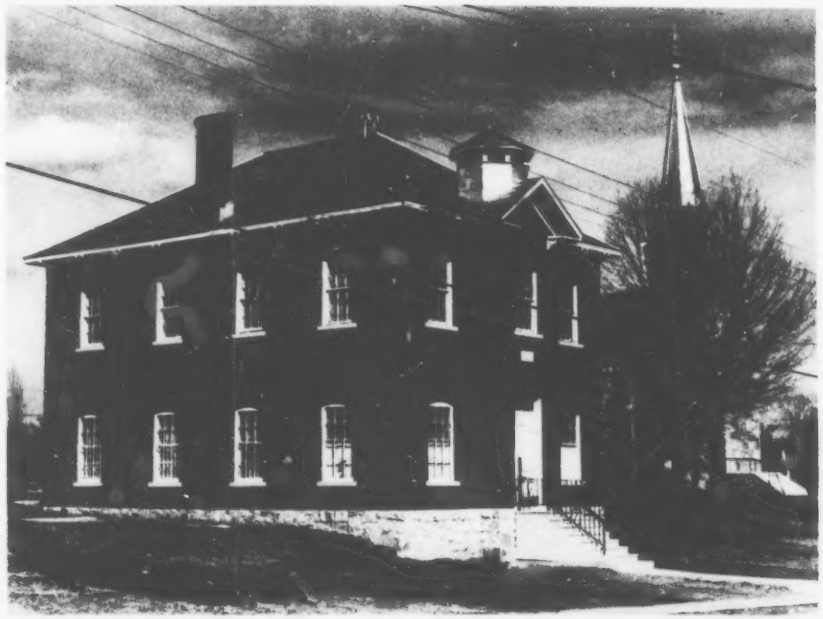
S. elevation

#11 School (Clarke's), Clarendon





Clarke 16a



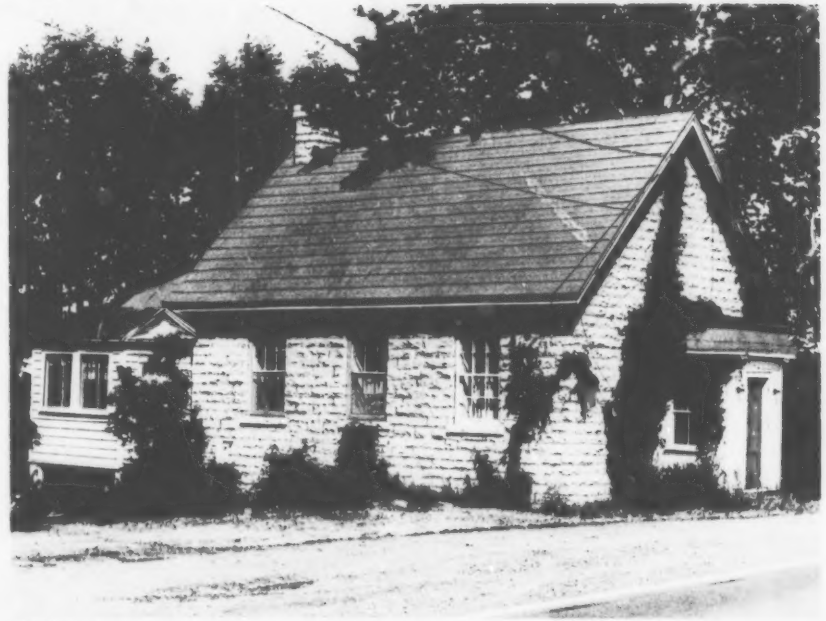
Portage-du-Fort 16b

The small community school flourished in the first part of the 20th century. In those times transportation was slow, and each town, village or "post office" was an integral unit. The teachers, often young unmarried women, were either local residents or boarded near the school and thus entered the social life of the area. Because of these close relationships, the personal differences of individual students could be taken into account and instruction suited to his or her situation.

The Clarendon #11 school at Clarke was built in 1908 near the site of an earlier log schoolhouse and became one of 13 elementary schools in the township. It was a typical "one-room" schoolhouse, with one teacher and seven classes or grades. While one class received instruction, the others would read, work problems or draw pictures.

Mrs. Eilene Wallace, who still lives near Clarke, taught at #11 from 1929 to 1932. At that time the salary was $60 a month. She paid $20 room and board at an adjacent farm. To qualify for the position, she was required to have completed grade 9 and a four month course at MacDonald College in Montreal. Her 18 students came from an area two miles around.

Ideals in education are continually changing. With advances in technology and transportation, community schools have been phased out. The stone schoolhouse in Portage-du-Fort is the last remaining community school in the county still operating under the old system. Today, children are bused from distances of up to 30 miles to large centralized institutions where instruction can be better standardized to government specifications. Recently, however, the idea of de-centralizing education is receiving increased support, and the school of the future may once again belong to the local community.

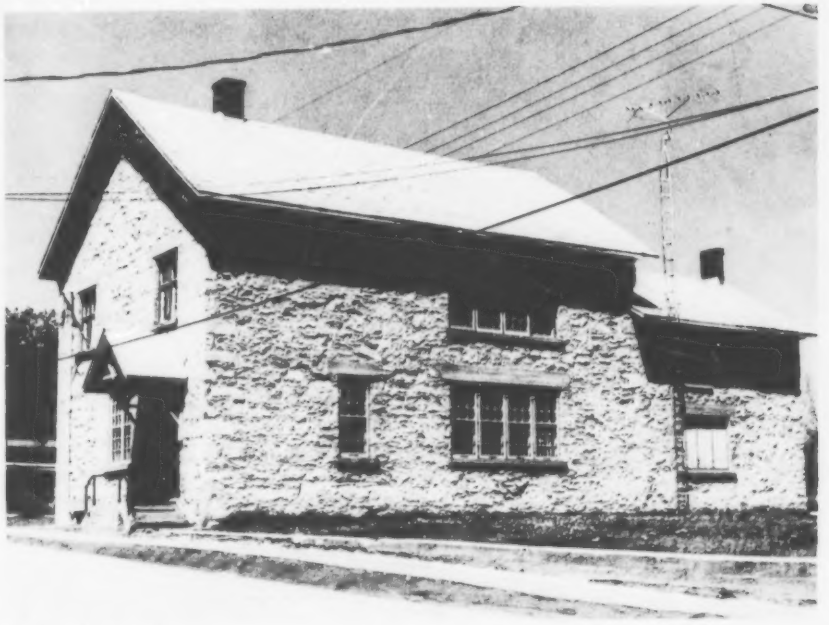


Eardley 16c

Ladysmith 16d

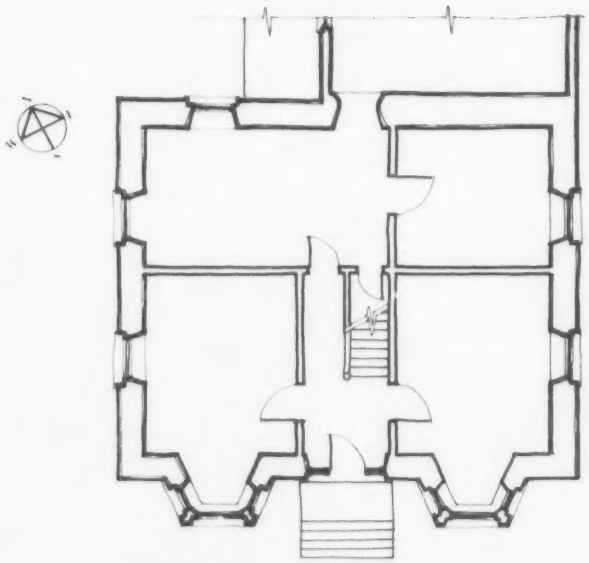
Vinton 16e

Rapides-des-Joachims 16f

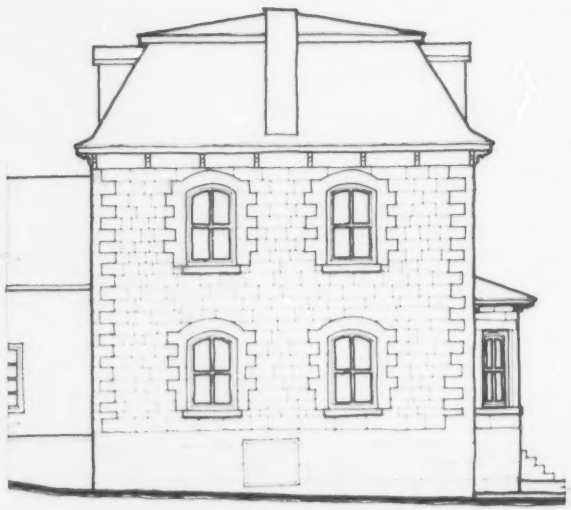


Portage-du-Fort 16g

Although it was impossible to completely restore the 19th century splendour that was lost in that one day of fire, the stone survivors live on, their walls of rock having stood the test of fire and time.



First floor plan



W. elevation

S. elevation

McDonald House, Portage-du-Fort

A necessary part of the Ottawa River transportation system was the laborious process of portaging canoes and supplies around rapids. In the 18th century, a trading post was established at the foot of the difficult eight mile portage at Chenaux rapids. For a century before it became a village, the site offered a stopping place to voyageurs and later to lumbermen. The relatively early settlement of the town was effected by ultra-protestant land agent, James Prendergast, who accepted no Catholics to his "pseudo-seigneurie" in Clarendon. Catholic settlers were obliged to continue upriver in their search for farmland. The next stopping place up the river route was Portage-du-Fort at the foot of the Chenaux rapids and many were glad to make their homes here.

Some of the earliest settlers were the Elisha Bentley family who lumbered in the 1830's and built the first sawmill in the area. They also kept a stopping place and were licenced to ferry mail and passengers across the river. Many more stopping places were opened to handle the increasing influx of people and the goods destined for their consumption. The first post office was set up in 1847 with Joseph Wyman carrying the mail from Aylmer on horseback once a week.

With the advent of steamboats in 1836, the village entered its era of prosperity, reigning for 50 years as the chief commercial centre of the country. Many retail stores started in the 1850's, and carried a wide variety of merchandise. It is said that all of Pontiac County did their Christmas shopping at Portage at this time. In addition to the stores, there were the shops of the blacksmith, saddler, carriage maker, shoemaker, cooper, tailor, cabinet maker, tanner, axe maker and tinsmith. Lumber became the biggest business, and those associated with it built fine residences, churches, a grist mill and two sawmills.

McDonald House

Tanguay House

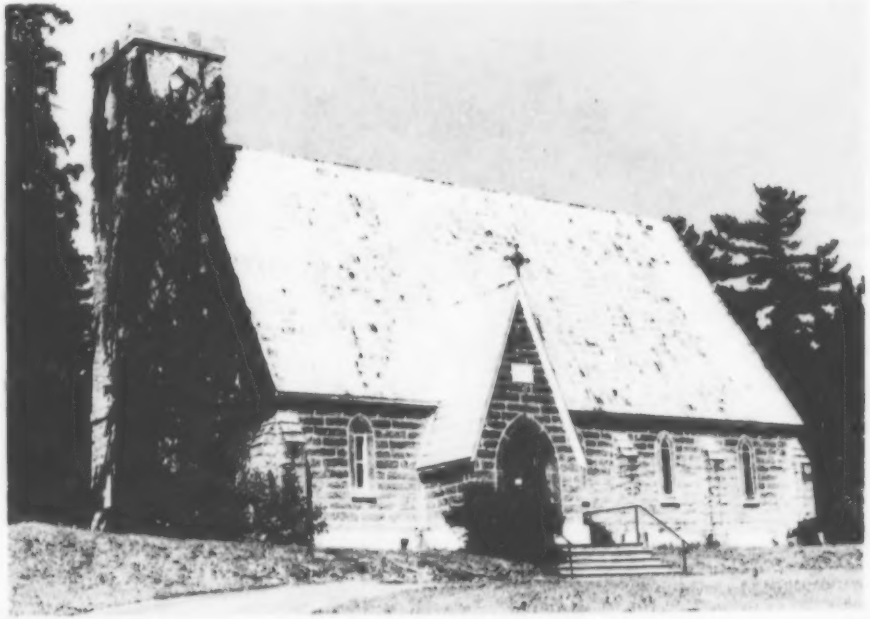
The river was the power source for the mills and also supplied them with logs. The stopping places became famous for the yearly reunions of the shantymen. Portage-du-Fort was also the residence of the many men working on the river.

The town continued to grow after its incorporation in 1863, the population swelling from 500 in 1858 to 700 (or 1200 including transient population) in 1878. The first weekly newspaper in the county, the "Pontiac Pioneer and Portage-du-Fort Advertiser", began publication in 1864. Many offices and magnificent stone houses were built. The town boasted two banks and four churches.

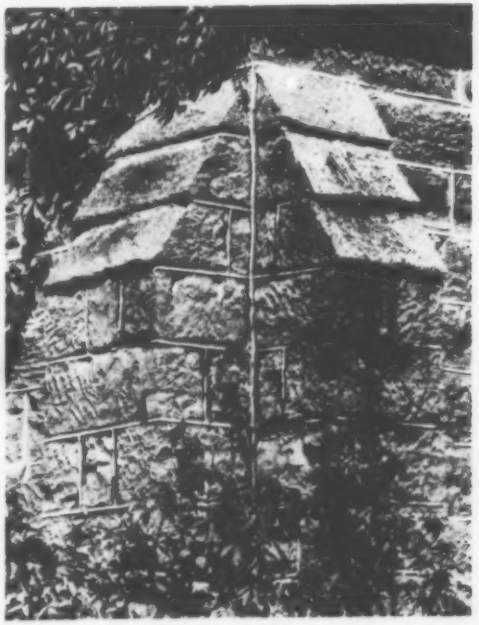
In 1887, the Pontiac and Pacific Junction Railway was completed, providing merchants and the lumber industry with a cheap shipping alternative to the river. It by-passed Portage-du-Fort entirely, as it was laid a full 10 miles to the north. Usborne's mill relocated to a town with railway service, and business in town began a gradual decline as other villages found it cheaper to get their supplies by rail.

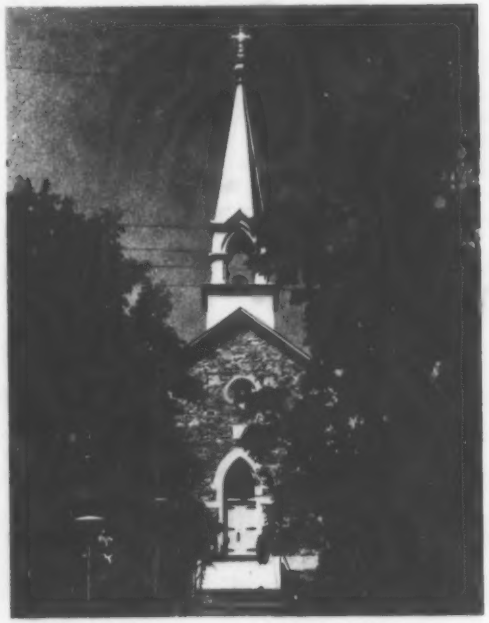
The construction of the Canadian Northern Railway in 1914, promised to bring an economic revival to the town. The hope was short lived. Fire broke out on a windy day in 1914 and by nightfall 80% of the town was in ashes. A few of

Usborne House

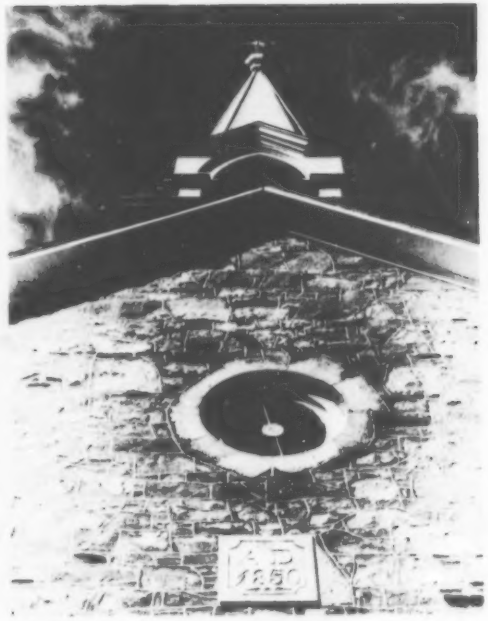


Anglican Church





Catholic Church



Stone shed

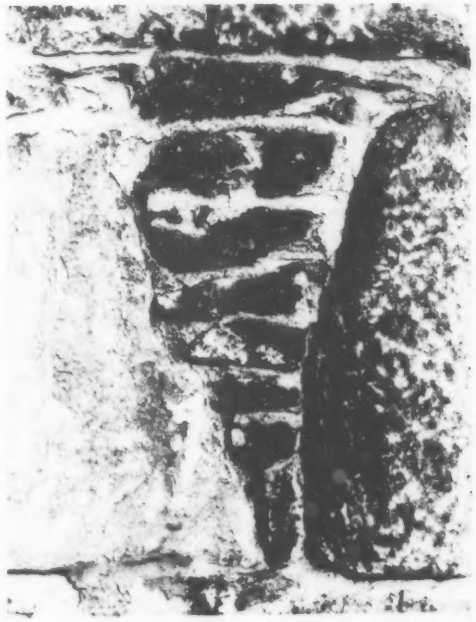
the fine stone buildings were rebuilt, but it was impossible to restore the 19th century splendor which was lost in that one day.

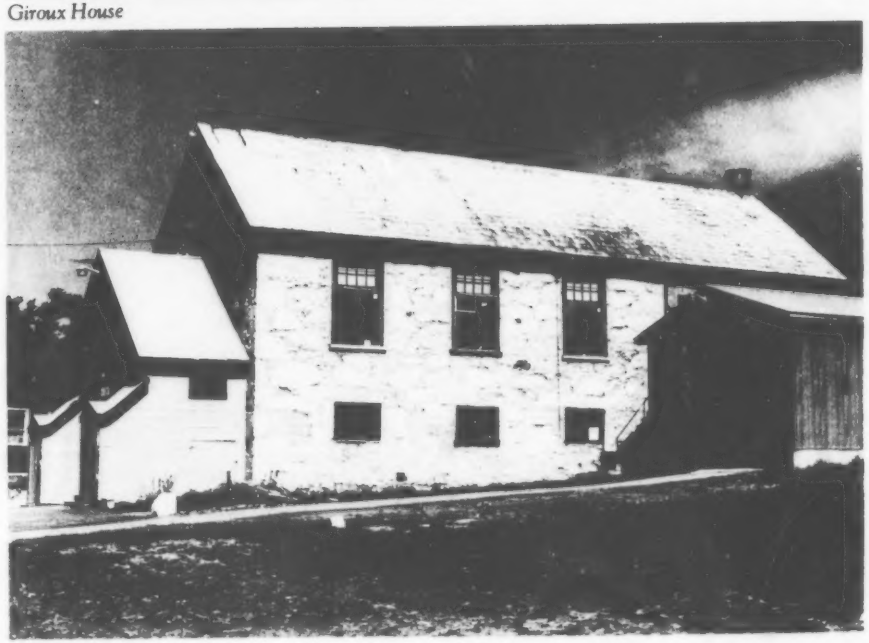
The stone churches, the Town Hall, and a variety of stone houses survived that fire and are standing memorials of an era of tremendous stoneworks in the village. Standing near the site of the saw mill is one of the oldest of these buildings. It was built by Henry Usborne in 1847 as a storehouse for his supplies, bound for the Usborne Depot at his lumber camp on the Coulonge River. The building measures 36 feet square inside with walls two feet thick. An unusual feature is the single central chimney with fireplaces opening to two sides on all three floors. It was converted to a residence and became the home of George E. Usborne.

High above the town on the hilltop which was once the farm of John Amy stands the old house which he built in the 1840's from stone quarried on the farm.

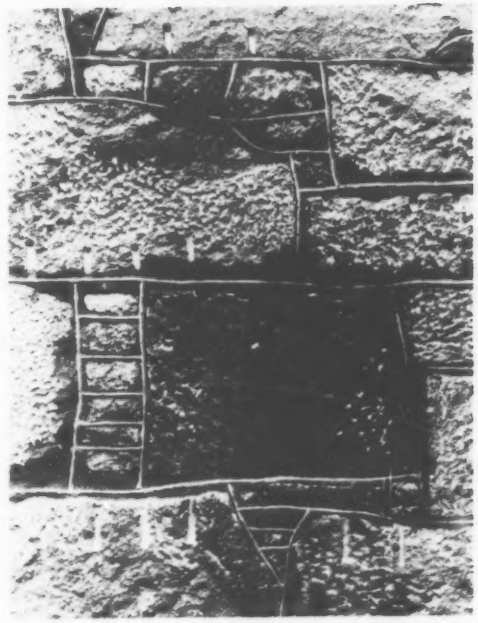
One of the stone buildings gutted in the great fire of 1914 but attractively restored later is a house originally erected around 1880 by Alexander MacDonald, a blacksmith. Another was the home of Dr. A. G. Purvis which was rebuilt in the 1920's and serves the community today as a school.

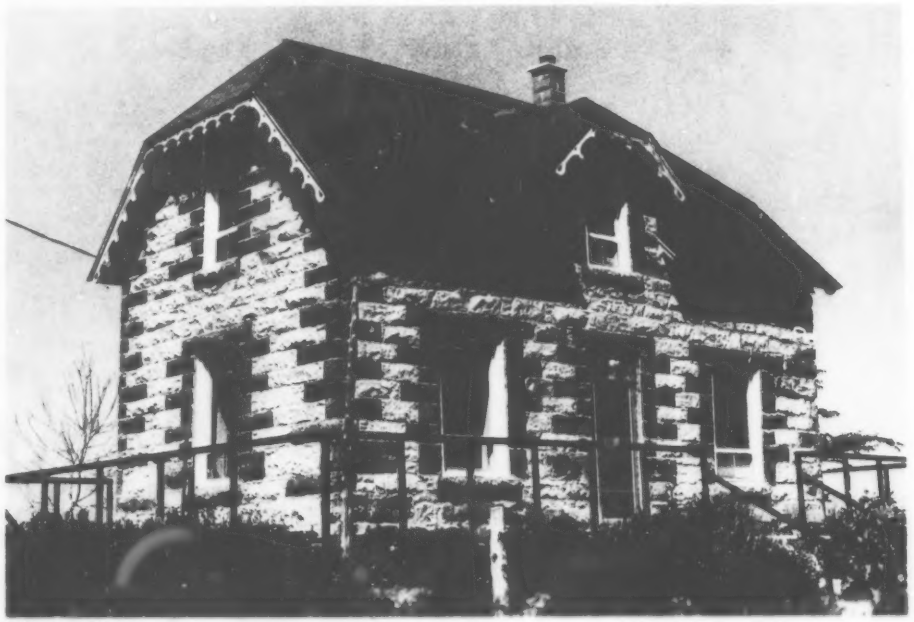
Giroux House



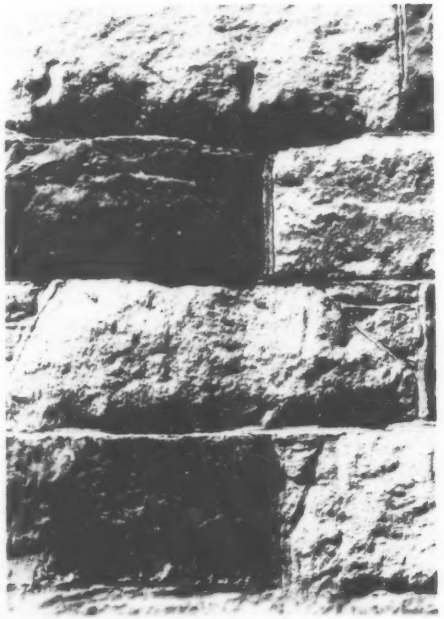


Town Hall





John Amy House

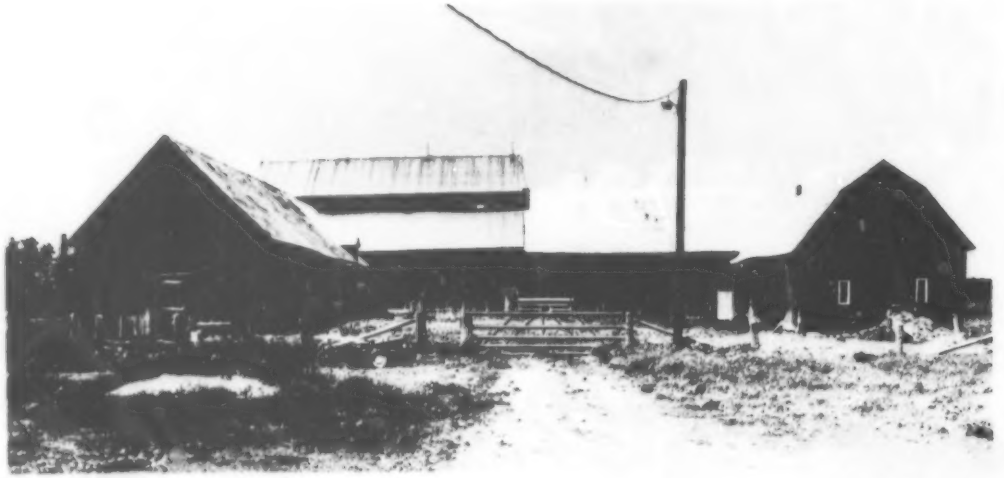


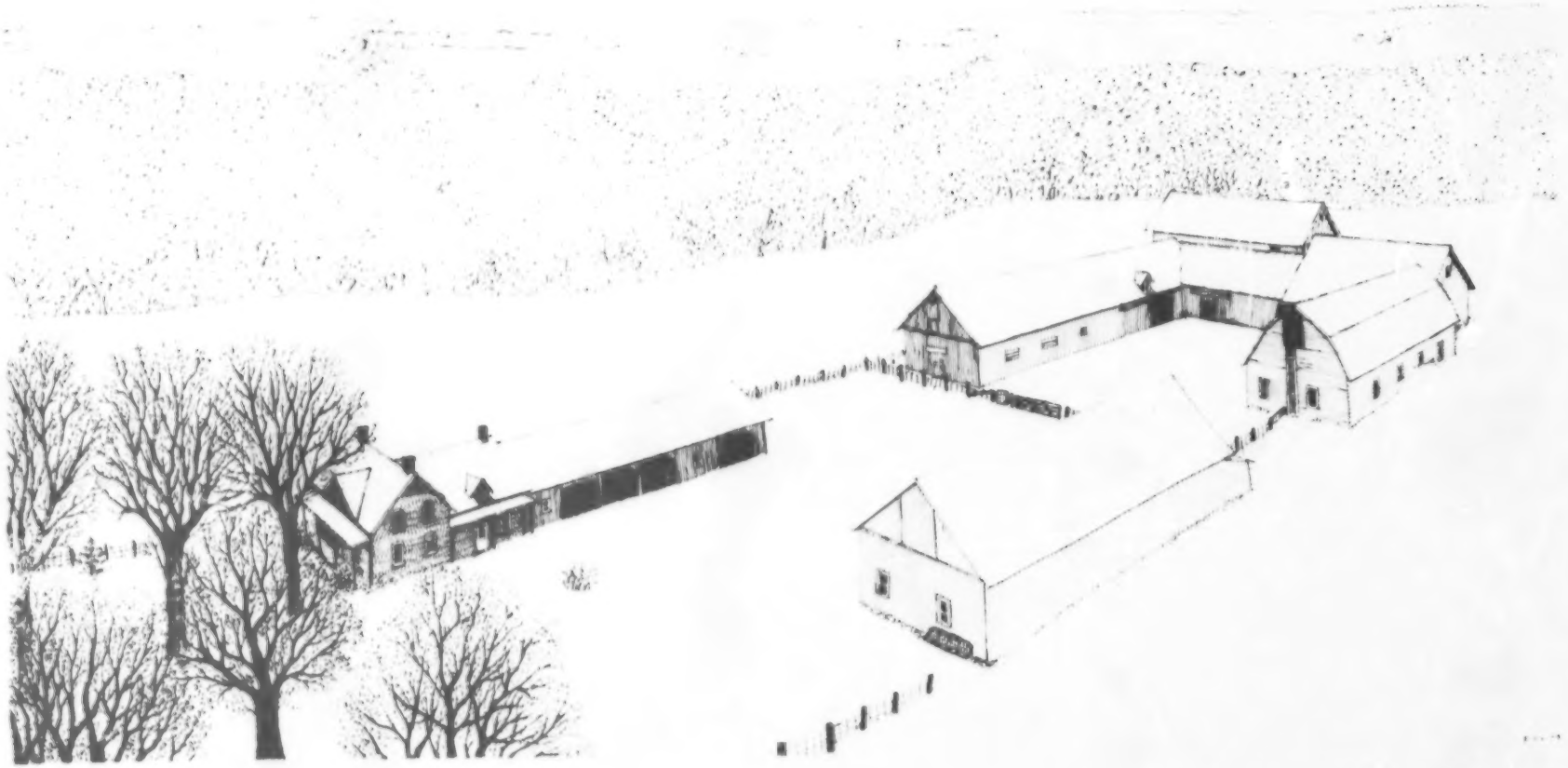
Pentecostal Church

Reid House

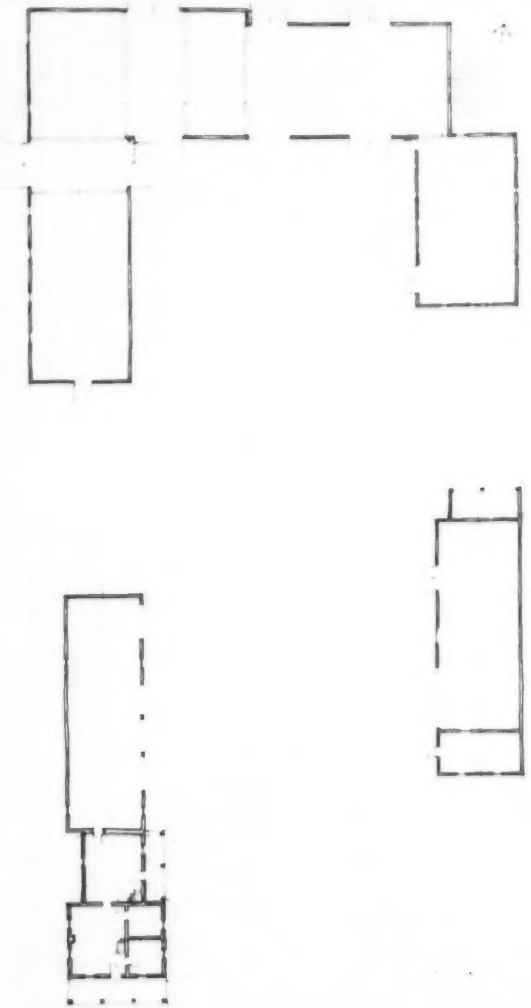
Reid House

Valley Brook Farm 18





In a cold climate the traditional farm plan has the house sheltered by the outbuildings which stand to the north of it. The Hazard farm took this rule one step further and sheltered the whole complex below a wooded rise protecting the buildings from the north wind and exposing their southern faces to the sun all year round. In the summer the deciduous trees at the south end of the house shade it and the evergreens to the north provide additional winter protection.



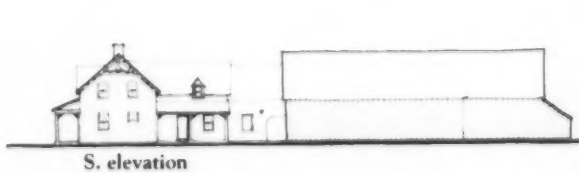
The low lying lands bordering the Ottawa River owe their rich clay-loam soils to sediment deposited on the bottom of a glacial sea thousands of years ago. After the glaciers retreated northward, the sea shrank to the banks of the Ottawa River and left the land exposed, only to be covered again by forests.

Two hundred acres of this land became the farmstead of Gardner Cone, a blacksmith, until the mid-1800's when a fire levelled the buildings, members of the family were taken by a diptheria epidemic, and the farm was sold to Bob Hazard. The Hazard family had been farming in the stony hills of Thorne Township and decided to try the clay soil of the valley. The Hazards ran a typical mixed farm, raised and sold horses and cut firewood for sale to the wood-hungry steamboats at the Quyon wharf.

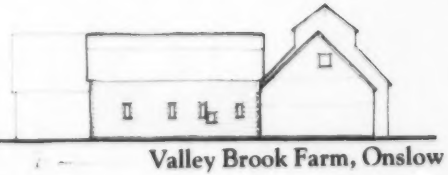
Bob's sons, Alec and William John, were carpenters and built the farm buildings and many others in the area. The large barn, dated April 14, 1891, has the locally famous "Hazard Roof" which contains ample room for loading hay and also employs shorter rafters.

The farm today comprises 137 acres, most of which are cleared and produce good yields of alfalfa. The present owner, Lloyd Perry, raises beef cattle and works at the Experimental Farm in Ottawa. It seems that government farm policy has created an economic situation in which mixed farming is impractical even on the best soil. Faced with the choice between corporate agri-business and the mixed farmer's endless struggle with regulations, many farmers choose the apparent compromise of beef farming.

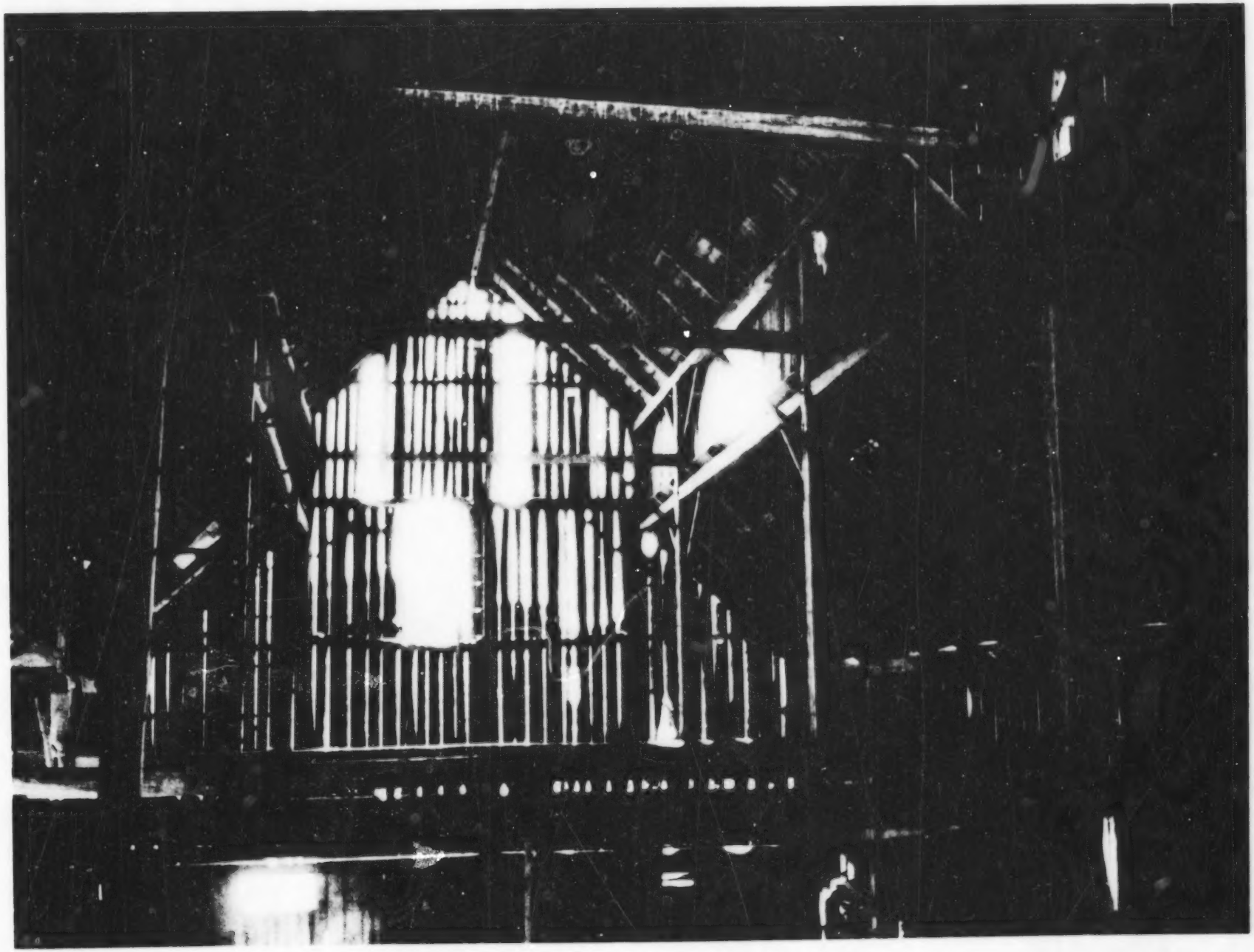
E. elevation

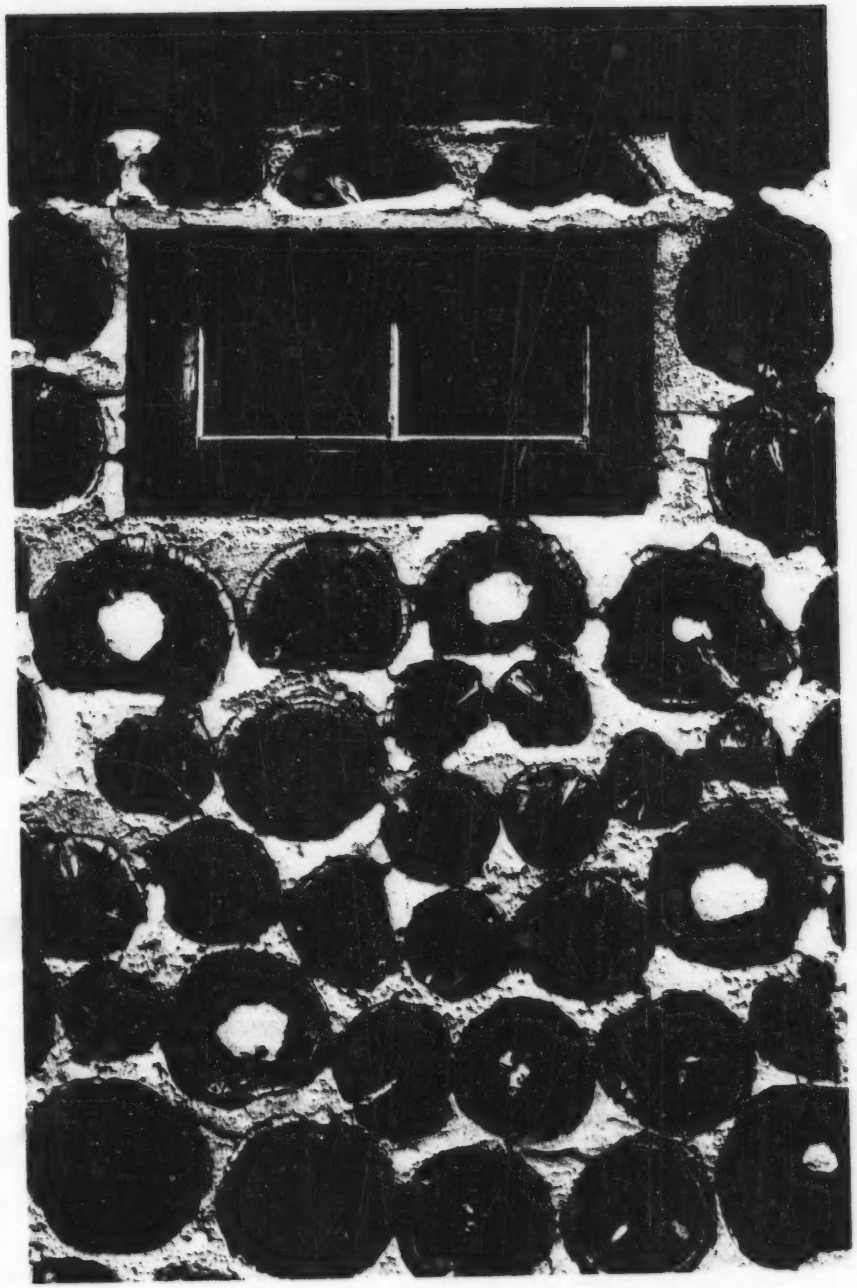


S. elevation



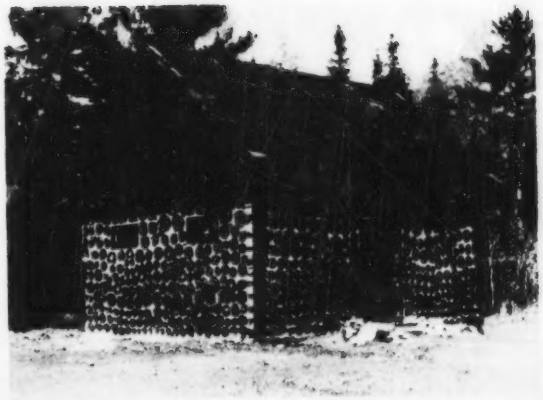
Valley Brook Farm, Onslow

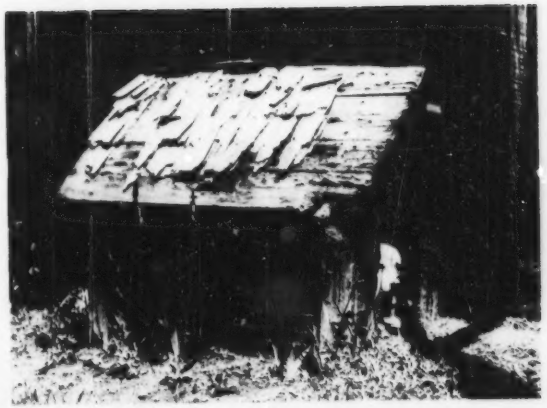


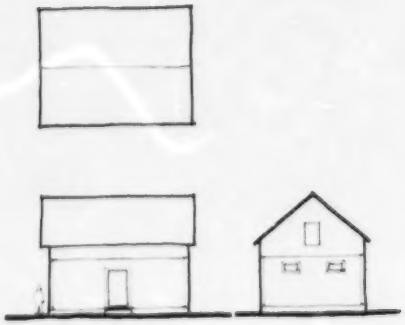


The farmer comes to know the land with depth and understanding. The land feeds and supports him and he must either become one with its cycles or struggle against them. The closer he is to the soil, the trees, the stones, the more strongly his buildings seem to grow from the land and fit quietly and integrally into their setting and function.

From the rich bottom lands along the rivers to the stony hillsides and hollows spread the farms of Pontiac County. Some are well-groomed and efficient-looking. Some are rundown and cluttered. Some display the most advanced technology of agri-business and others operate as they have for 100 years. But everywhere is manifested a rich variety of farm buildings, reflecting the diverse origins and skills of the land's tenants.



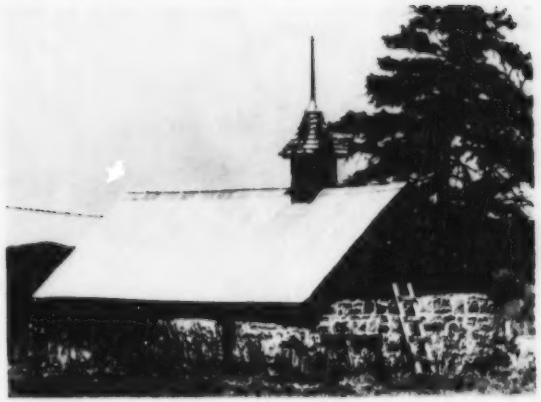


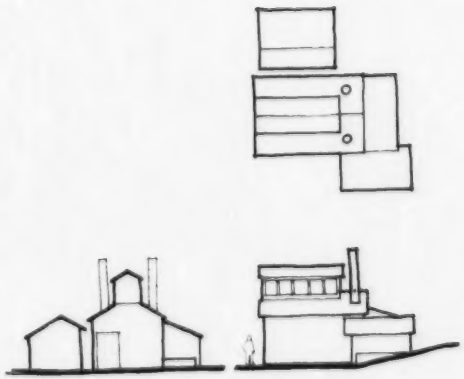


Log End Stable, Allumette 19a

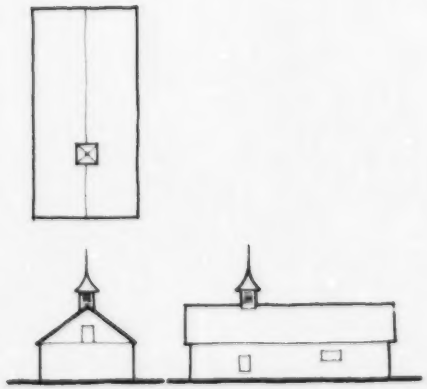
Heritage Dog House, Thorne 19b

Stone Shed, Leslie 19c

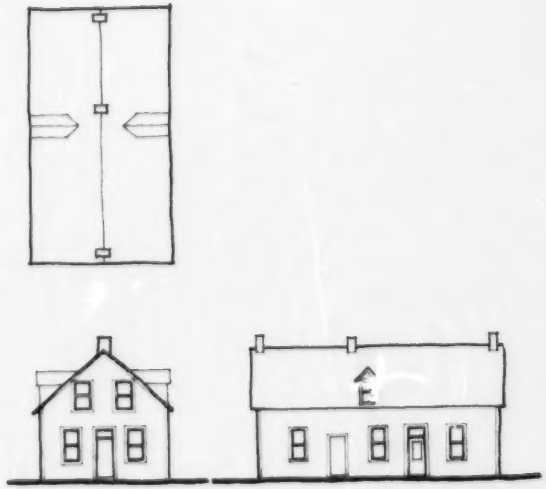




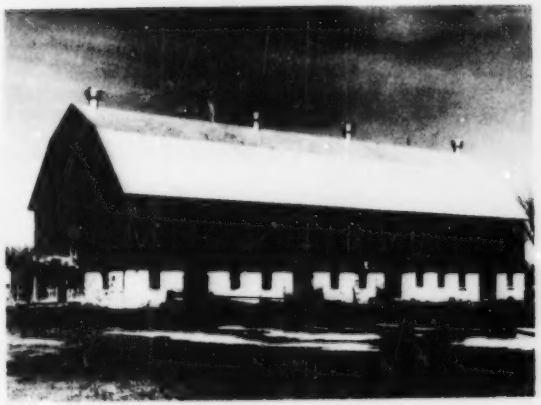
Russell's Sugar Shack, Bristol 19d

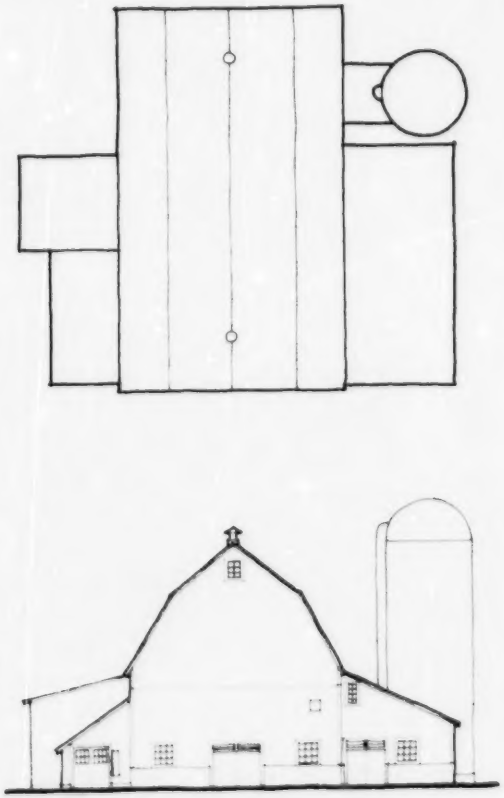


Stone Outbuilding, Onslow 19e

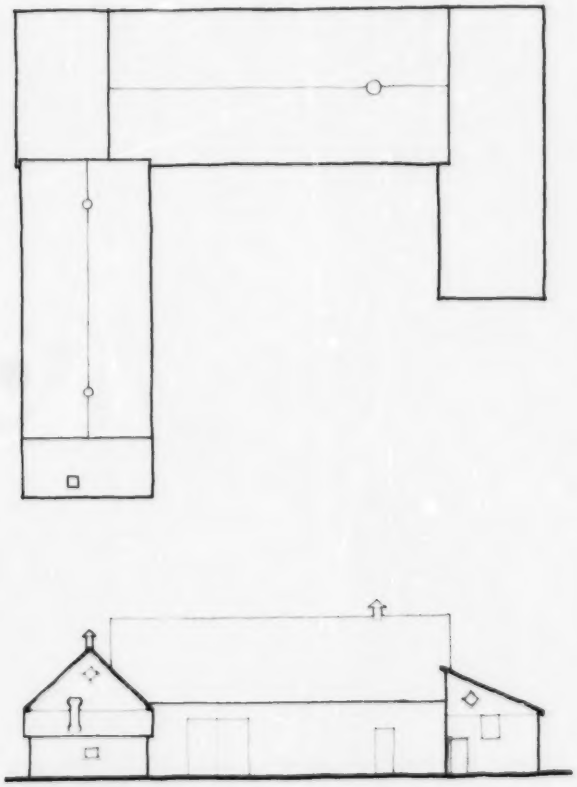


Cheese Factory, Campbell's Bay 19f

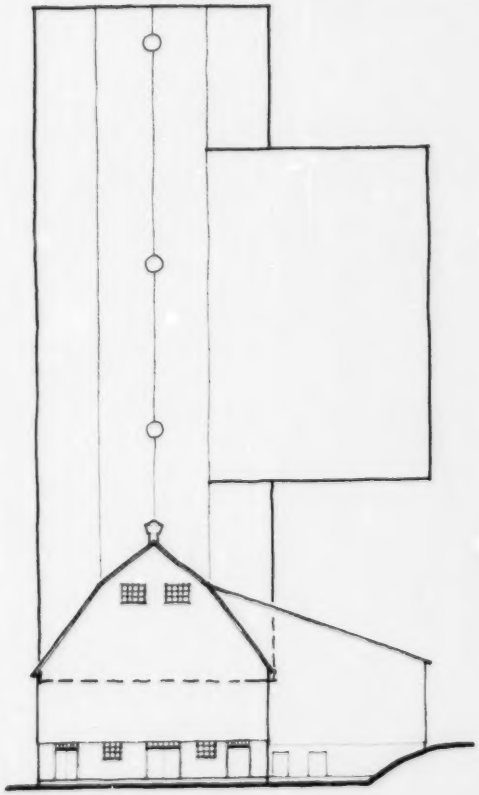




Kilgour's Barn, Clarendon 19g



Allard's Barn, Allumette 19h



Russell's Barn, Clarendon 19j

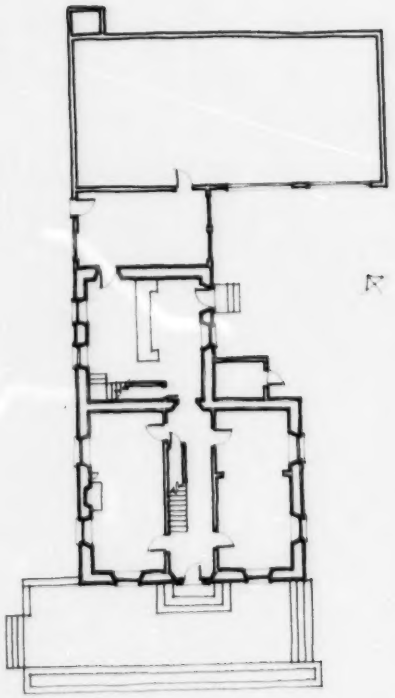
Stone farm houses 20

Throughout the Valley and into the hills to the North, there occur deposits of high quality limestone (dolomite) which can be seen in buildings all around the county. Compared to the common local fieldstone, which is very hard and difficult to cut, limestone is an easy stone to work.

Different treatments of this same raw material have produced the distinct styles and textures of these farmhouses. The stone can be laid up rough, as in the sides and rear of the Armstrong residence and the Mohr House. It can be dressed to a constant thickness and laid in simple courses, as at Ghost Hill Farm. In the extreme case, as in the Olmstead residence, the stone is flat-dressed on the face side as well, producing a block-like surface.

The Henry Tubman farmhouse is an outstanding example of the artistry of rural stone masons. The stone is dressed into three different thicknesses that can be used interchangeably in the courses. This variation and the partially smoothed faces create a particularly pleasing textural effect. The stone for this building was cut at Riley's quarry, about 10 miles north of the site. After quarrying, it was dressed in a circular building (still existant). A horse walking around the circumference powered the grinding.

Ghost Hill was given its name in the early 1800's, when the Eardly Road passed nearby, from the many supernatural occurrences reported by travellers in the vicinity. The 50 acres at the top of Ghost Hill were purchased by Joseph Lusk around 1830. There was originally a log house built by loggers who occupied the site. The stone house was completed by Joseph Lusk around 1880. In 1897, the two-storied stone kitchen was added. The house was renovated by Mrs. B. Hay, a daughter of the Lusk family, in 1955.



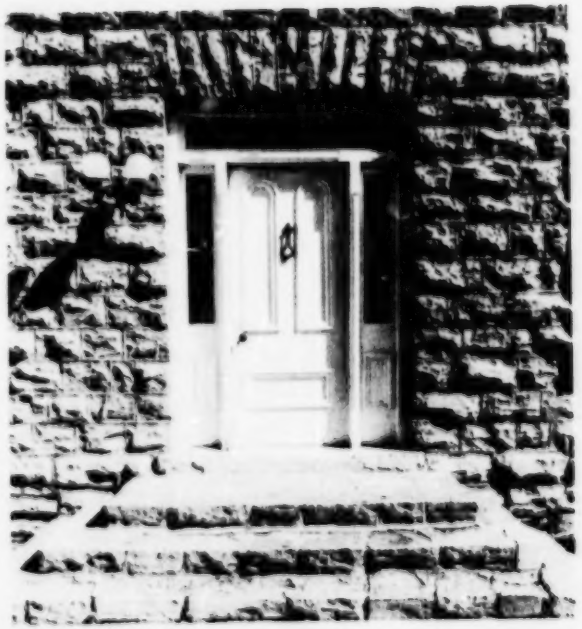
First floor plan

Ghost Hill Farm, Eardley

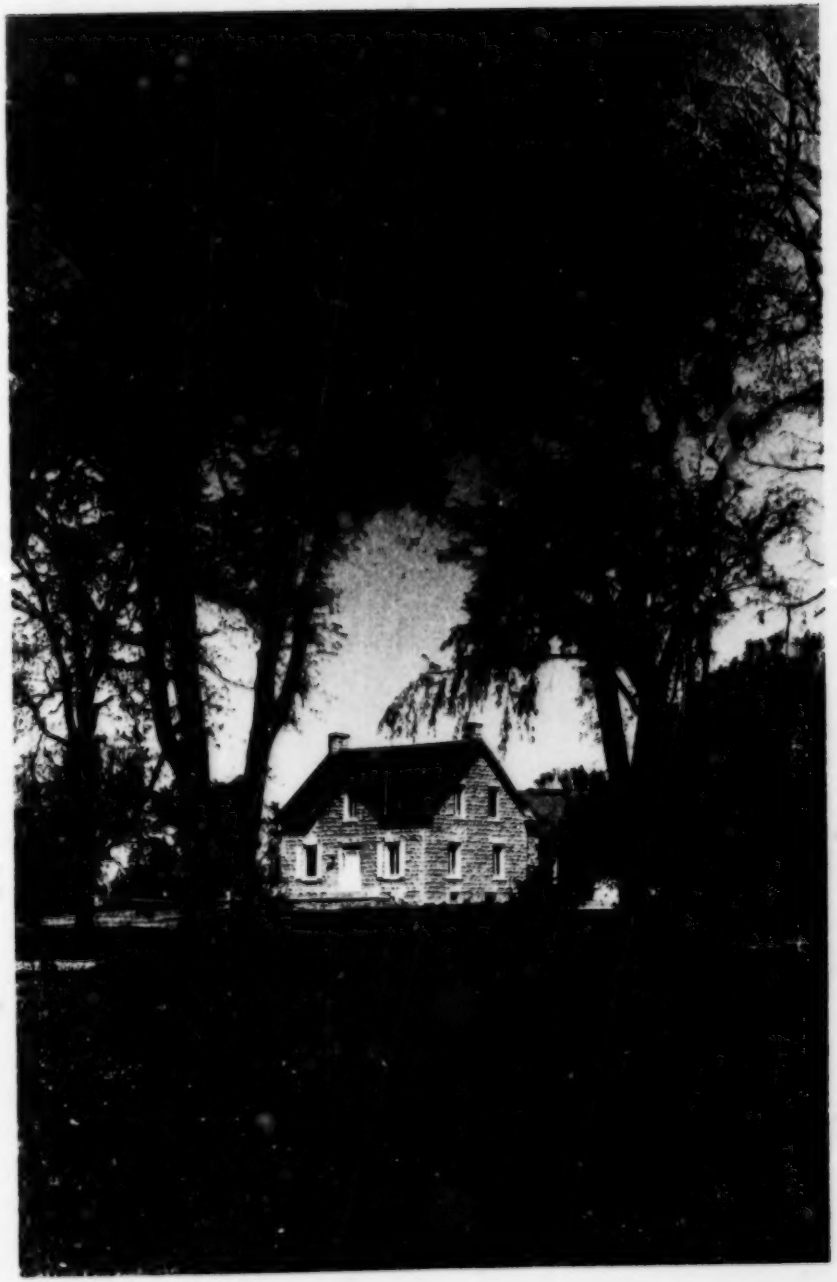
S. elevation

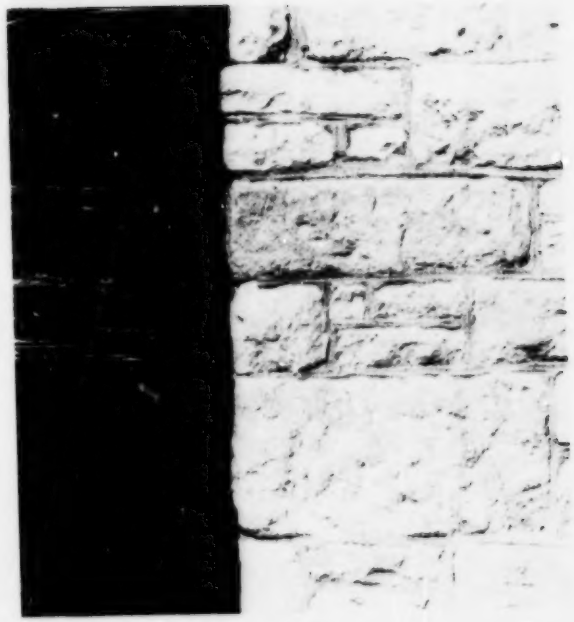
E. elevation

The story goes that a man returning home late one night in the vicinity of Ghost Hill observed an eerie form sheathed in a white cloak following him. He quickened his pace; the object speeded up accordingly. He broke into a run, but the apparition seemed to keep the same distance. Finally, he was forced to halt for breath and sit down on a fallen log, whereupon the spectre sat down on the other end. After eyeing each other for a minute or so, the ghost remarked in a hollow voice, "Well, we were going some'" "Yes," replied the terrified traveller, "and when I get my breath, we'll go some more."

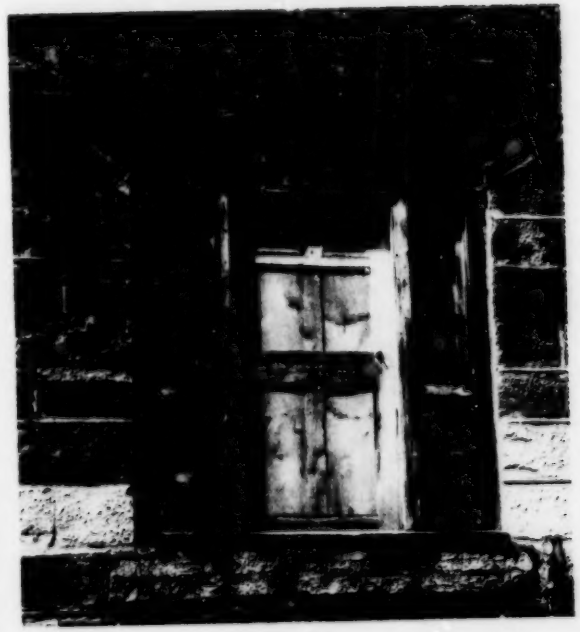


Ghost Hill Farm 23a

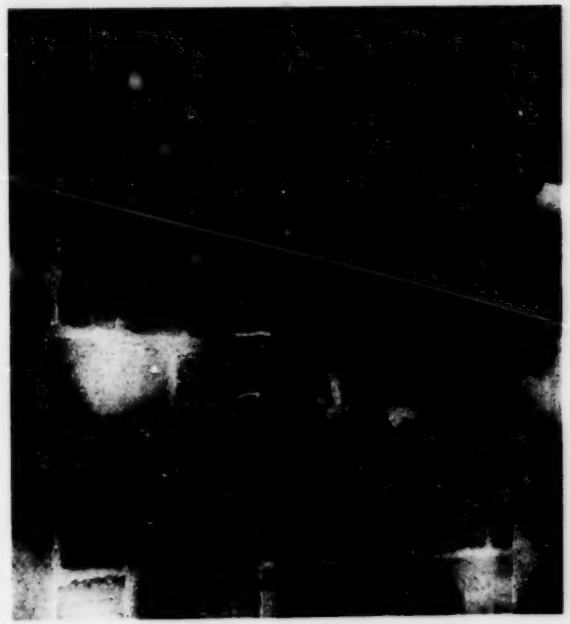




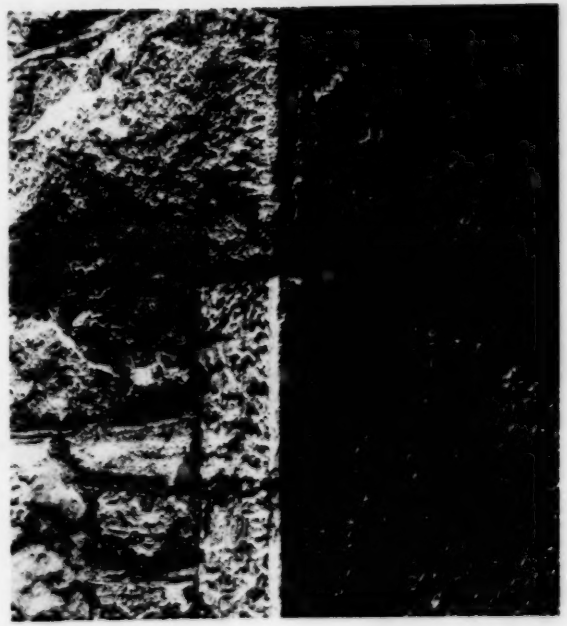
Henry Tubman's Farm 20b



Mohr House (N.C.C.) 20c



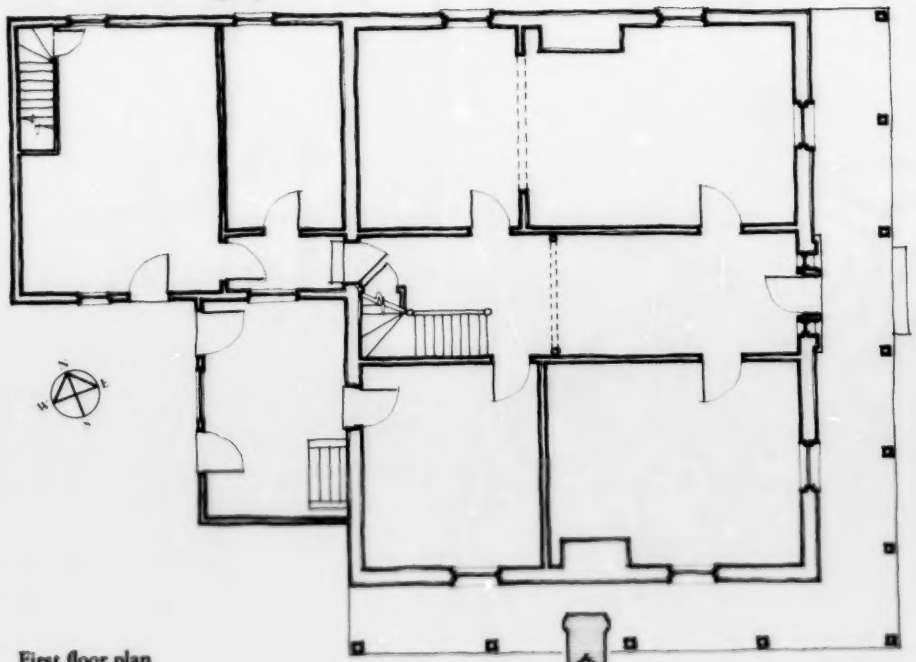
Olmstead Farm 20d



Lloyd Armstrong's House 20e

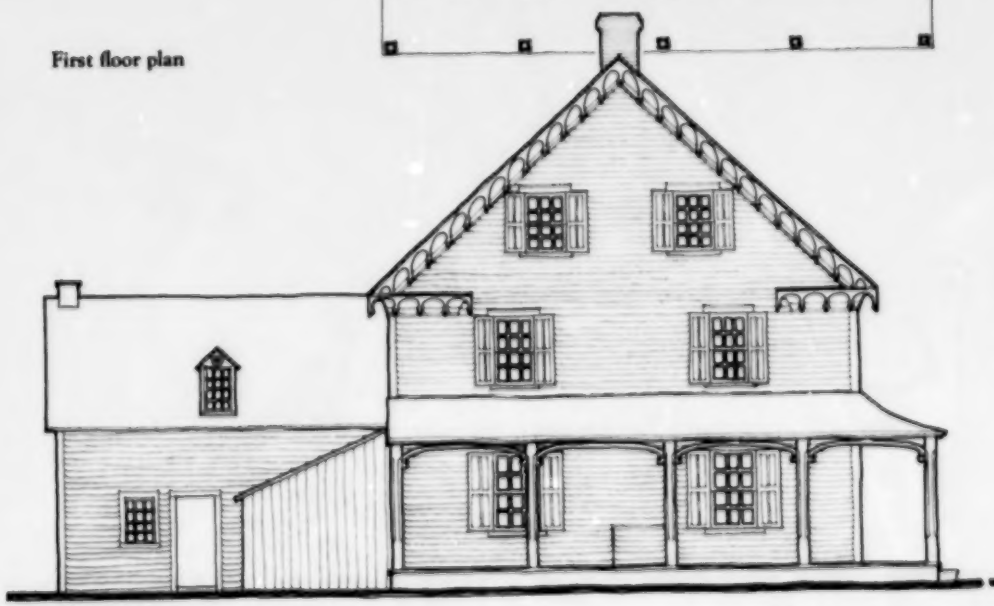
Mohr House/Quyon 21

Many fine buildings were erected in Quyon in the last century. Among these is the Mohr house, a large wood-frame structure beautifully nestled in a grove of tall pines.

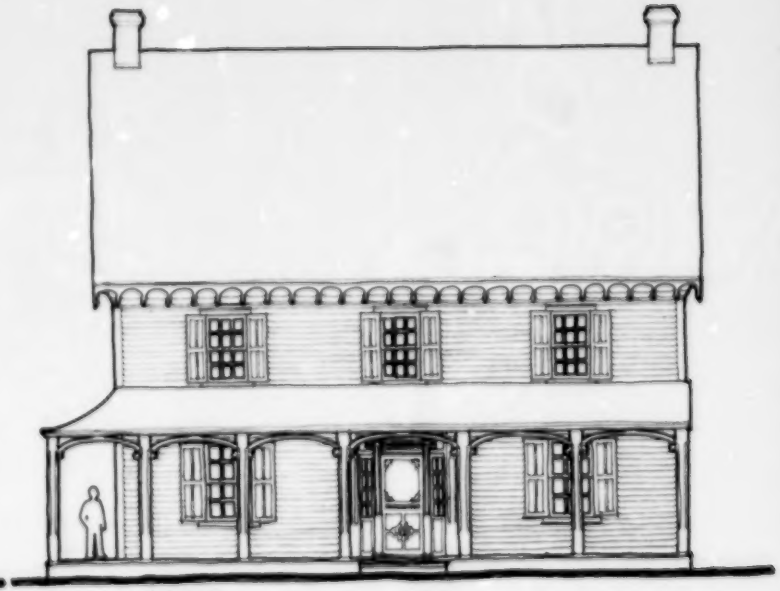


First floor plan

Mohr House, Quyon



S. elevation



E. elevation

McClean House

John Christian Mohr was among the early settlers who ventured up the Ottawa River to Onslow township in search of land. About 1840, he secured 2,000 acres of land in Onslow, built a log cabin near the river, and settled there with his wife, Rebecca Trundell. In 1846, he replaced the cabin with a massive stone house which is still standing and is one of the oldest buildings in the county. Mohr developed his land, operated a sawmill and raised a large family. The Mohr name was to appear in many places, from Mohr cemetery and Mohr Station, to Mohr Island and Mohr Chute.

Meanwhile the village of Quyon was growing around John Egan's sawmill, a few miles further up the river. In the heyday of the lumber industry, John Egan acquired vast timber limits along the Quyon River, where white pine was found in abundance. In 1846 he established a lumber mill near the mouth of the Quyon and provided employment for many settlers. As the entreprise prospered, churches, stores and a number of houses sprang up around the mill.

In 1862, a large frame house was built by Walton Smith in the western part of the village on a piece of land purchased from John Egan's estate. The house was then sold to Samuel Percival, and in 1873, William Mohr, oldest son of John Christian Mohr, bought the house and property. This distinguished house has remained in the Mohr family through four generations. It is now the property of Grace Ellen (Mohr) Vuori. This three-storey house is built entirely of pine, from the frame and interior floors to the exterior siding. There is a verandah across the front and around one side of the house, and the eaves are decorated with delicate trim. The house is in a beautiful location, facing eastward, in a grove of tall pines. It is one of several fine buildings erected in Quyon during the last century which can still be appreciated today.

Amms House

McCann House

Thomas Fraser House

Hayes Funeral Home

Two Houses on John Street

Railroad 22

Before the days of rail transportation in Pontiac County, travel and freight shipment was a slow and expensive procedure, accomplished by a team of horses over rather rough roads. The Ottawa River steamships, which began operation in 1832, were fairly efficient but inconvenient to the inland population. With the construction of the Pontiac and Pacific Junction Railway in the 1880's travel time across the county was greatly shortened, and manufactured goods became available in more variety and at reduced rates.

Yet to this day, mention of the P.P.J. rouses the ire of many an older resident. The railway was originally planned to connect Pontiac County with Aylmer, Pembroke and the transcontinental line. The railway executives extracted a promise from the County Council of a $100,000 bonus to aid construction. It was a divisive issue, the communities along the proposed right of way being most in favor of the grant.

Soon, however, the reality of the size of the debt, an unprecedented amount for such a sparsely populated area, reached the consciousness of the taxpayers, causing a general reconsideration. The county council refused to honor the bonds, claiming the railroad had defaulted on its original promise. The council sought aid from the federal and provincial government to clear the liability, but no help was forthcoming and the legal battles that ensued went all the way to the Privy Council of England in 1890, where the case was decided against Pontiac County.

The Push, Pull and Jerk, as it was familiarly called, was purchased by the Canadian Pacific Railway in 1902, but the bonus was not completely paid off until the 1930's. By then, the total cost to the taxpayers of Pontiac County exceeded half a million dollars. At a time when the average farm income was about $300 a year, this was an amount which seriously impeded progress in the area and directly affected every property owner and wage earner.

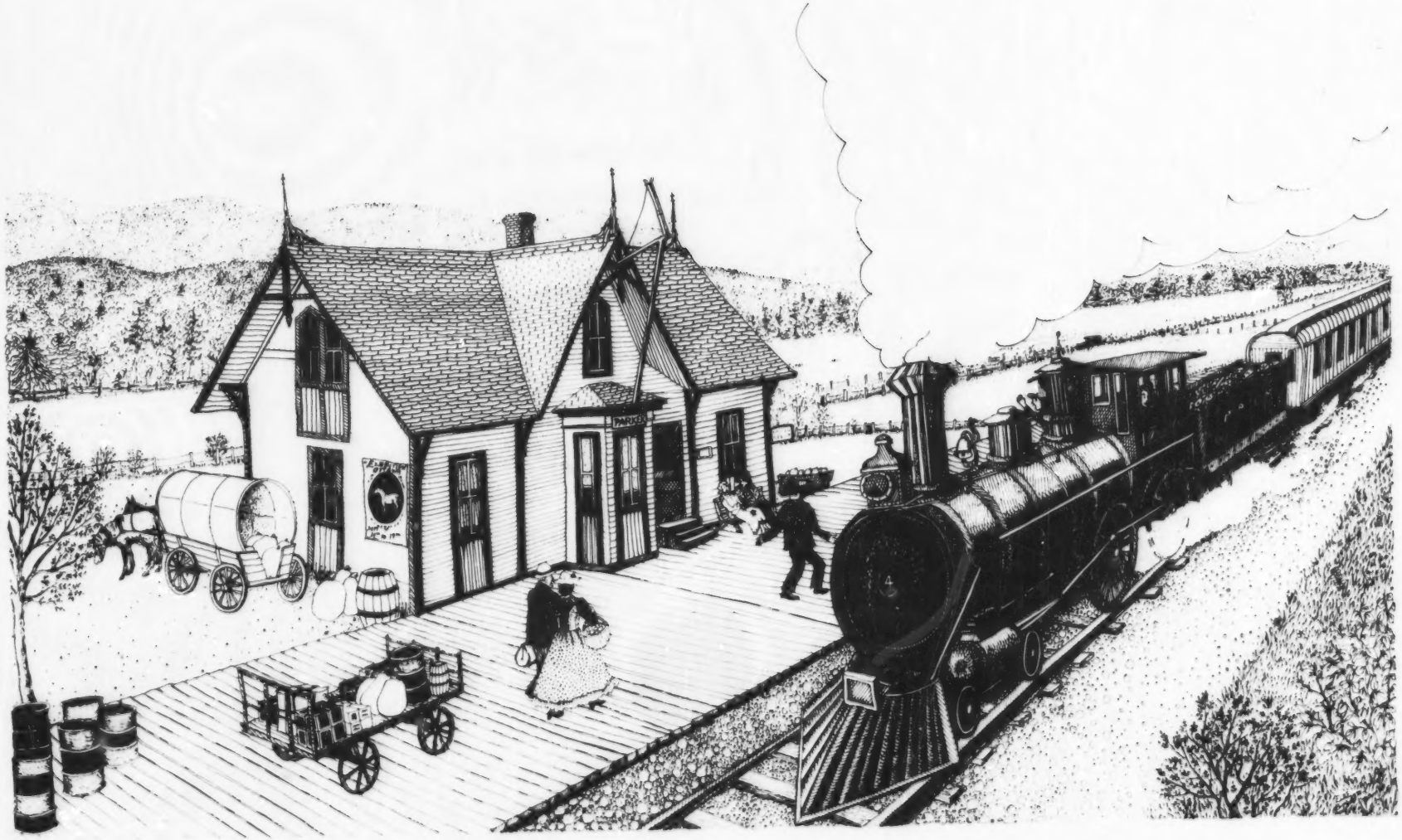
Construction on the line began in 1884, reaching Shawville in 1886. In 1887 the rails were continued to Waltham and there they stopped, never to cross the Ottawa River as originally promised.

At first, service was slow and expensive. In 1886 the journey from Shawville to Aylmer took 3 hours and 15 minutes at a fare of $1.00 one way. By the early 1900's, fares had decreased and efficiency had improved, the trip from Waltham to Ottawa requiring only 2 hours and 40 minutes.

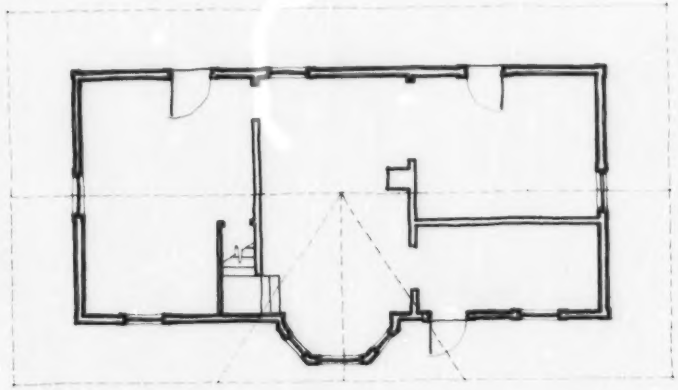
Although the financial burden was great, county residents soon began to take advantage of the full benefits of the railway line. Towns and villages on its route grew and prospered. Farmers took advantage of the expanded markets for their livestock and produce. Logs, which were formerly transported out of the county by river, were sawn locally and shipped as finished lumber. Pontiac County had emerged from its isolated pioneer beginnings and was now connected, for better or worse, with the rapidly industrializing nation.

Twenty stations in all were built along the line. Large depots, such as the one at Parker's, were erected at the most populated centers. These were all nearly identical in style, and contained a waiting room, the station master's office and an area for express storage. The agent often had his living quarters upstairs, and large families were raised in some of the depots up the line. At the minor stops, the structures were less imposing. The Lawn station, for example, was a flat car set on posts and half covered with a simple frame room.

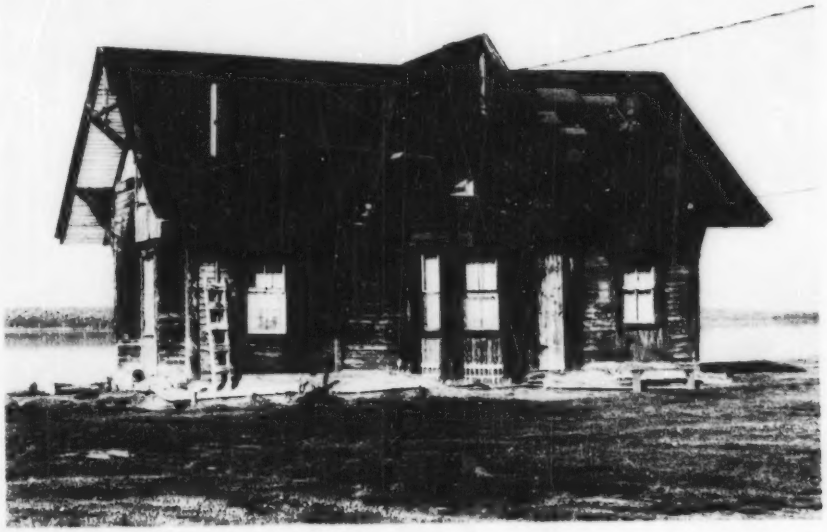
During the early part of the 20th century, there were two passenger trains daily: a morning train to Ottawa which returned in the evening, and the noon train which made the round-trip at midday. In the 1940's the noon train was eliminated, and later there was only one mixed (passenger and freight) train daily. Passenger service was discontinued in 1959.



Parker Station 22a



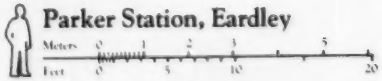
First floor plan



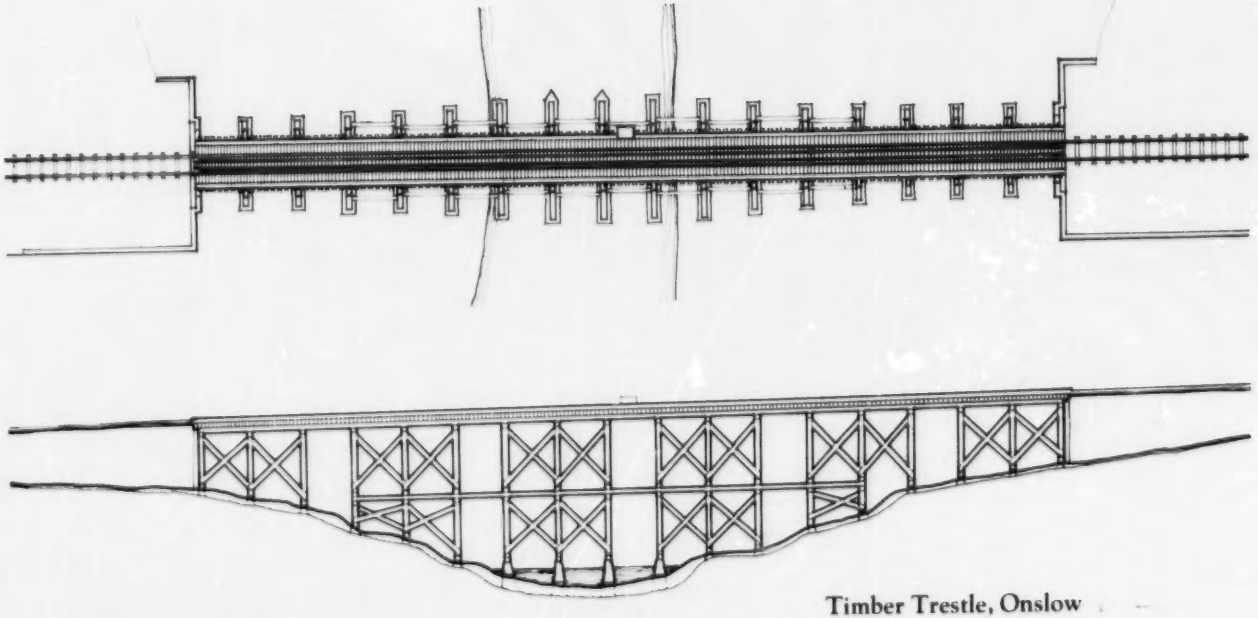
S. elevation

E. elevation

Parker Station, Eardley

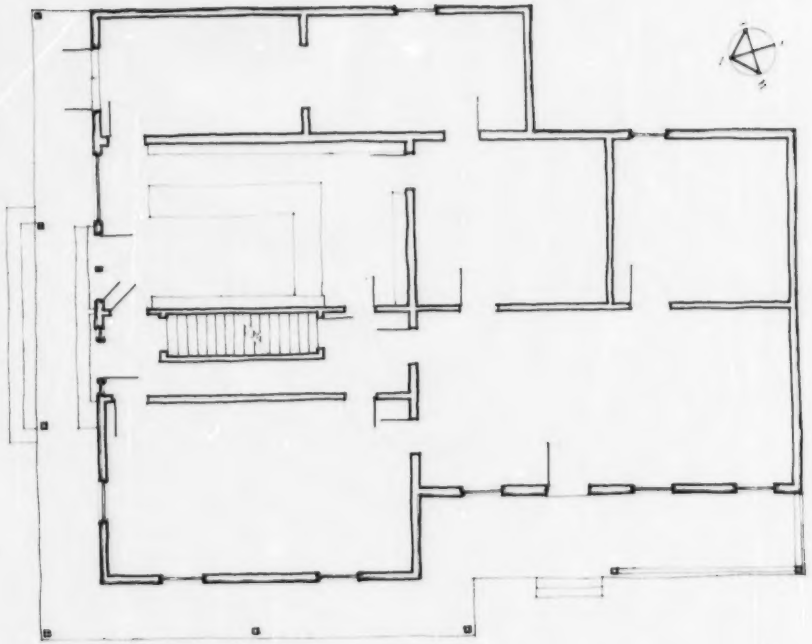


(N.C.C.)

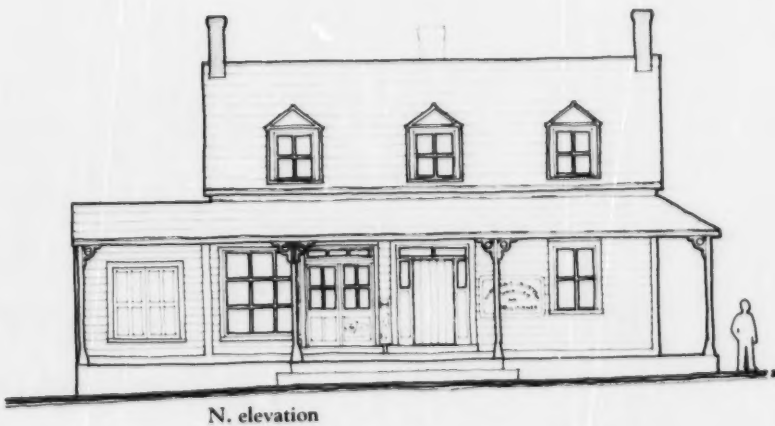


Timber Trestle, Onslow

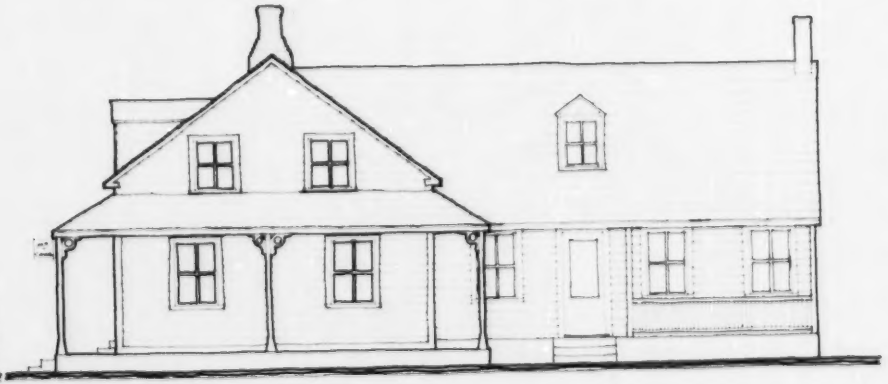
The general store was the early settlers' main connection with the world at large. In addition to being a supply centre, it also served as a day-to-day source of news and social centre for the community.



First floor plan

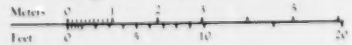


N. elevation



W. elevation

Tourangeau's Store, Portage-du-Fort



The first stores in Pontiac County were the fur-trading posts which dealt in such items as axes, needles, fish hooks, cloth, ammunition and spirits. They traded with the Indians for furs, and the early settlers, in exchange for farm produce. The stores pictured here, however, are the general stores that served the agricultural communities of the last half of the 19th century. They handled a wider variety of goods including dried food stuffs, patent medicines, sewing needs, coal oil, and the most advanced tools of the day.

The distinction between town and rural living was not very marked at that time. Even in town, most families had a cow and the children walked them from town to pasture every day. A garden was also a necessity for everyone because vegetables were hard to come by, not to mention the money with which to buy them!

In addition to being a supply centre, the general store provided the early settlers with a link to the outside world, and served as a day-to-day social centre. The women in particular found it a welcome outing, as they seldom left the house, except to visit a neighbor, go to church or do their shopping. Any hour of the day, men could be found sitting around the store exchanging stories and hearing the news as it came up the river. Later this function was made official as many stores gained the status of post office.

Storekeepers had the chance to renew their supplies only twice a year. The wholesaler would send notices of an upcoming display of available goods to the retailers. On the appointed day, the company representative would be in the sample room of the hotel to show the goods and to take orders from the local merchants. This large stock of merchandise came by steamer to such ports as Quyon and Portage-du-Fort before the 1880's, and after that to the railway depots in Shawville and Fort Coulonge.

The building that housed the general store also housed the family which ran the store and was often surrounded by the family farm. In recent years, the needs of the community have changed as people purchase most of their food and clothing, and the general store finds itself in competition with supermarkets and chain stores. Many general stores have subsequently been converted into residences.

Other store buildings remain today and still offer goods for sale. McCrank's Grocery in Vinton is one such store, having served the community since 1830 when it was a parish hall built of logs with a packed earth floor. Unlike other communities which were abandoned after the turn of the century, Vinton remained because its farming population moved from its original location on "the mountain" down toward town, the Church and the general store.

The general store buildings are a visual reminder of an important tradition unique to North America that need not be lost altogether to neglect or to careless modernization. The general store tradition itself is being revived under the guise of "convenience stores", but all too often these stores are built as part of a franchise chain. Appropriate repairs can restore a former general store to an attractive office, restaurant, handcrafts or drygoods store, or even a convenient neighborhood general store.

Tourangeau's, Portage-du-Fort 23a

Demers-Centre 23b

Nickabeau 23c

McCrank's, Vinton 23d

In the 1910 period, Campbell's Bay reflected its small town nature with houses, stores and services sharing the same main street. By 1930 it had become the commercial centre of the area and its architecture reflected its importance as the County Seat.

The town of Campbell's Bay grew up on the riverside farm of Donald Campbell for whom it was named in 1860. The early settlement was supported by farming combined with seasonal work in the lumber camps. The village was first awakened to its potential as a commercial centre by the arrival of the railroad in 1887. Unlike some other villages, Campbell's Bay was fortunate to have the railway line pass through town en route to its destination at Waltham Station. By the time it was incorporated (1904) the village was a busy trading centre. The lumbermen and farmers received their equipment and provisions by rail, and the hauling of supplies to the lumber camps offered employment to many. Other townsfolk filled jobs in grist and sawmills or as blacksmiths, tinsmiths, barbers or machinists.

General stores were spread over a wide area in the pre-railroad era and usually operated out of a spare room in a farm house. After 1887 the general stores centred around the railroad depot and were joined by more specialized stores and services for the community. At the turn of the century, downtown Campbell's Bay included McNally's general store and post office, Young's barber shop, Germain's butcher shop, Farrell's bakery, Bowie's clothing store, Bill

Drew's second-hand store, Lough's hardware store with Smith's harness shop upstairs, McLean's machine shop, and the two hotels — the Upper and the Lower. The types of buildings in this period, around 1910, reflect the small town atmosphere of houses, stores, and services sharing the same main street.

Campbell's Bay extended its sphere of influence outside the town itself by 1930 and drew people from other towns and farms to use the services it offered: entertainment, milling, banking and passenger rail service to Ottawa. The court house was moved from Bryson to Campbell's Bay in 1927. The architecture of the Village kept pace with these social changes; with the addition of the Doyle block, the bank building and the Hanrahan building, Campbell's Bay represented the ideal County Seat.

Today this collection of buildings is still the heart of Campbell's Bay. Time has brought some changes, however. The railroad station no longer faces Front Street — it was torn down in 1967. Another change is the decentralization of the village. The widespread use of the automobile has given people more mobility to go to larger towns or shopping centres. The construction of new buildings in other parts of town has done little to preserve the "downtown feeling".

The Front Street assemblage of commercial building is a prime example of urban development in Pontiac County. All these buildings are readily adaptable for modern use as commercial, professional and government office spaces. With tree-planting, landscaping, replacement of street furniture and adequate parking, there is no reason why these buildings could not be restored to their respective peak periods and new life lent to the heart of Campbell's Bay.

Front Street, c. 1910

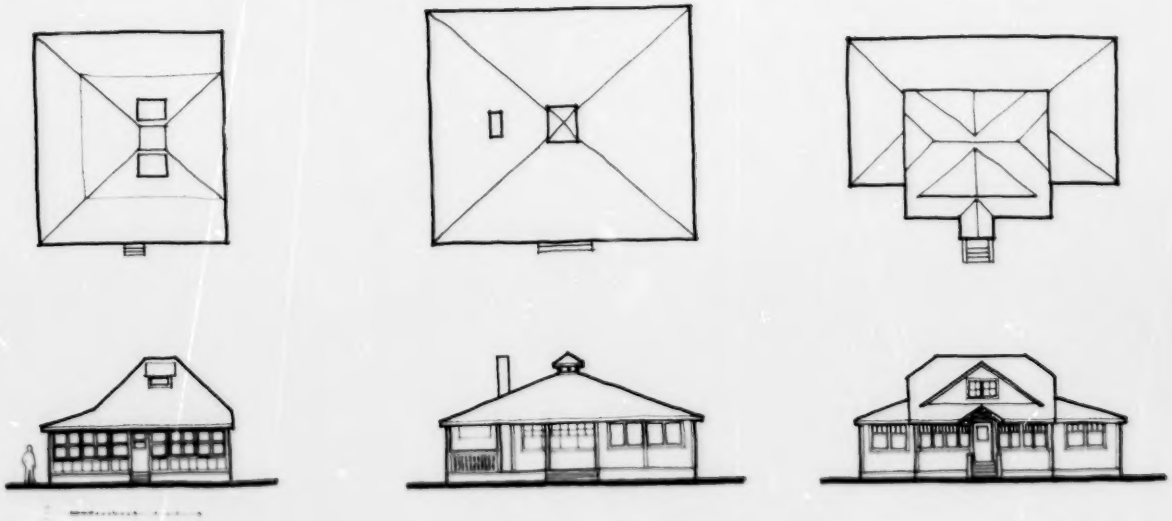
Front Street, c. 1928

Front Street, 1978

BANK OF MONTREAL
L&M
TRONICS

The wealth of natural resources in Pontiac County has attracted vacationers and summer residents for many years.

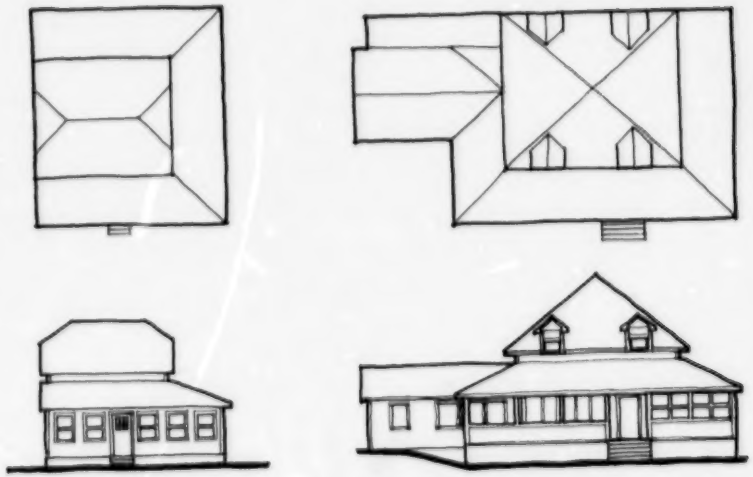
The scenic beauty and wealth of natural resources in Pontiac County has attracted vacationers and summer residents for many years. In addition to families who own cottages on the many lakes, rivers and wooded hills, there are seasonal influxes of hunters, fishermen, snowmobilers and skiers. In some areas a significant portion of the economy is generated by the tourist industry.

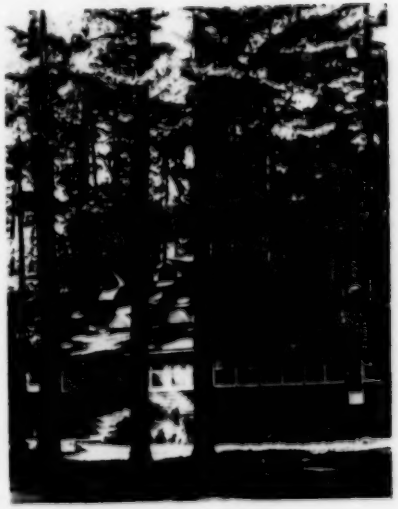


The stimulation of rural recreation provides a healthful change to some people, whose daily routines do not allow enough opportunity to experience the forces and balances of nature. For the most part, visitors are respectful of the land and its resources. Many cottage owners and other outdoor people have formed organizations to protect wildlife and natural surroundings and those who act carelessly, or fail to respect the rights of others are not welcome.

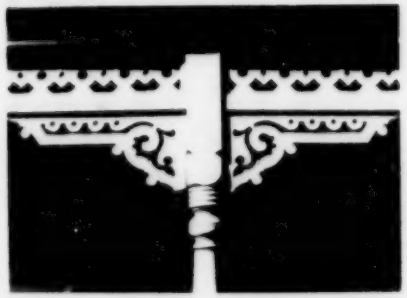
One of the oldest resort areas in the county is the village of Norway Bay, which was built almost entirely by vacationers and retirees. The village is named for its excellent stand of white or Norway pine which is proudly preserved along a wide, gentle length of the Ottawa River. The beauty of its setting and its proximity to the Ottawa-Hull area has made it a popular retreat since before the turn of the century. In early times vacationers reached the area by taking a train to Sand Point, on the Ontario side of the river, and crossing on a horse-powered paddle wheel ferry. Later, this was replaced by a more modern ferryboat which continued service until 1963. In 1914, the Canadian National Railway reached Norway Bay and soon thereafter automobiles came into popular use.

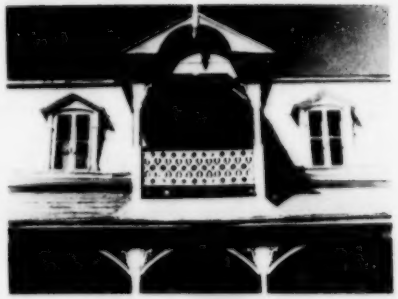
A large hotel, the Riverview Inn, was built in 1906. Open year-round, it provides 41 rooms for tourists as well as a dining room and bar with entertainment by the best local bands. Today Norway Bay accommodates about 500 cottages. These range in size from simple one-room cabins to well constructed and comfortable second homes that can be enjoyed at any time of year.

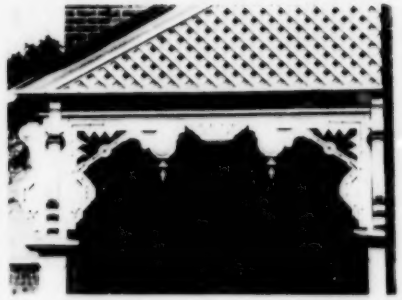


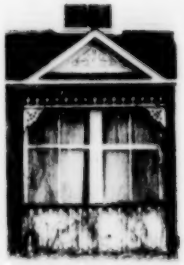


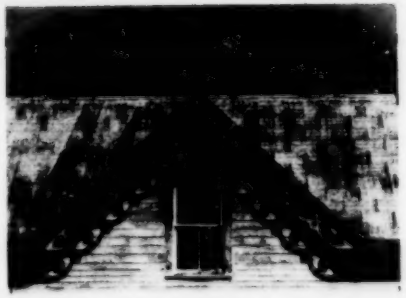
Fancy woodwork 26

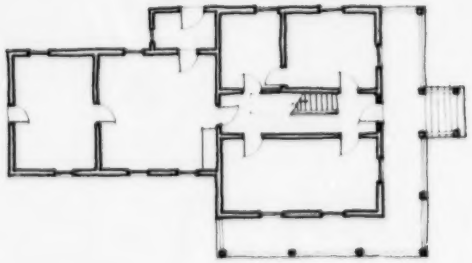


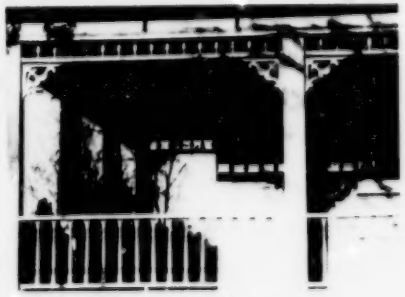


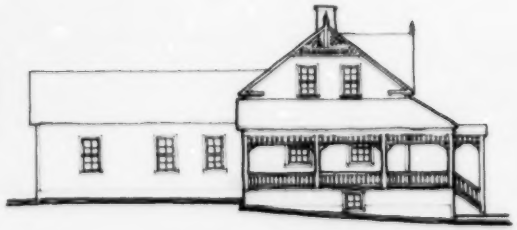


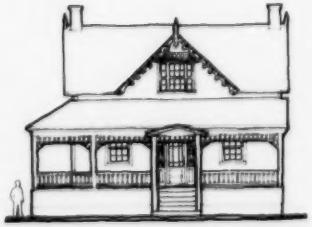








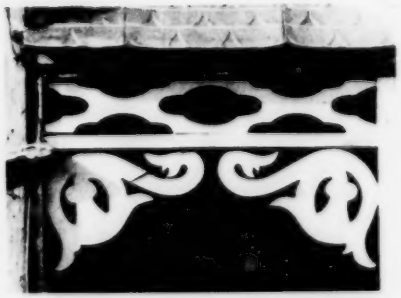


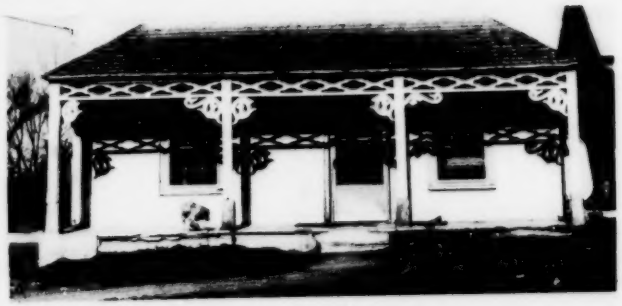


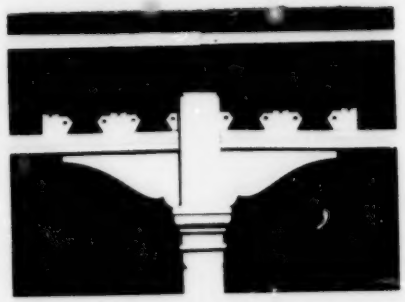
Thompson-Dagg House, Portage-du-Fort

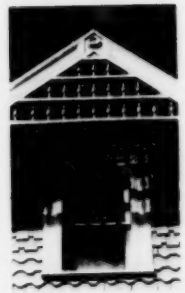
Fancy woodwork, which began to appear in this area in the late 19th century, may represent a reaction to the sobriety of the strictly utilitarian architecture of the early pioneer period. With the refinement of wood framing and the availability of a greater range of materials, builders were no longer confined to stacking, as with stone and logs, but could easily attach dormers and hang decorative wood trim. "Gingerbread" was a creative expression, symbolically free from the hardships of the first generations, and added a personal and decorative touch to a home.

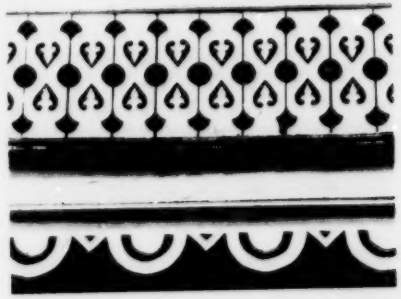
Typical themes in Pontiac County were geometric designs and floral patterns including Scottish thistles, acorns, and maple leaves. The Thomson-Dagg house is an example of the effective use of clapboards, verandah and gingerbread over a log construction to achieve a formal exterior and a traditional cozy interior.



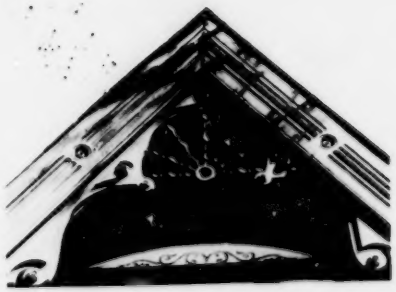


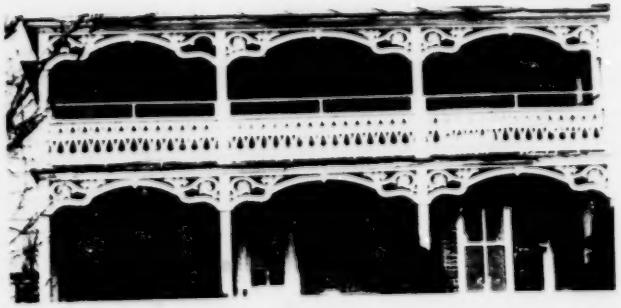


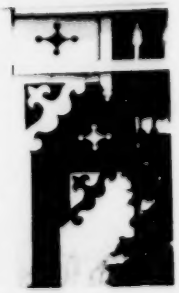


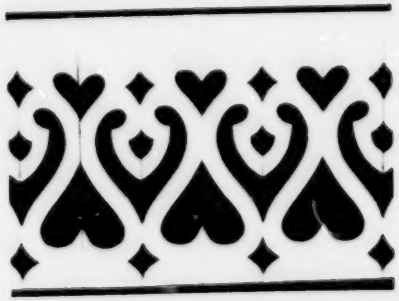


Decoration was often the householder's first thought after the family home had been chinked, plastered and clapboarded. "Gingerbread" was the natural vehicle for this expression.

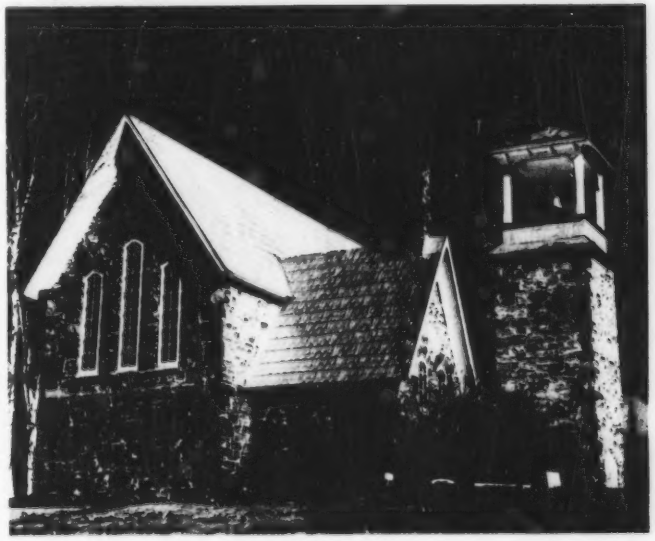








St. Stephen's Anglican Church 27a



"... man does not live by bread alone."
(Deuteronomy 8:3)

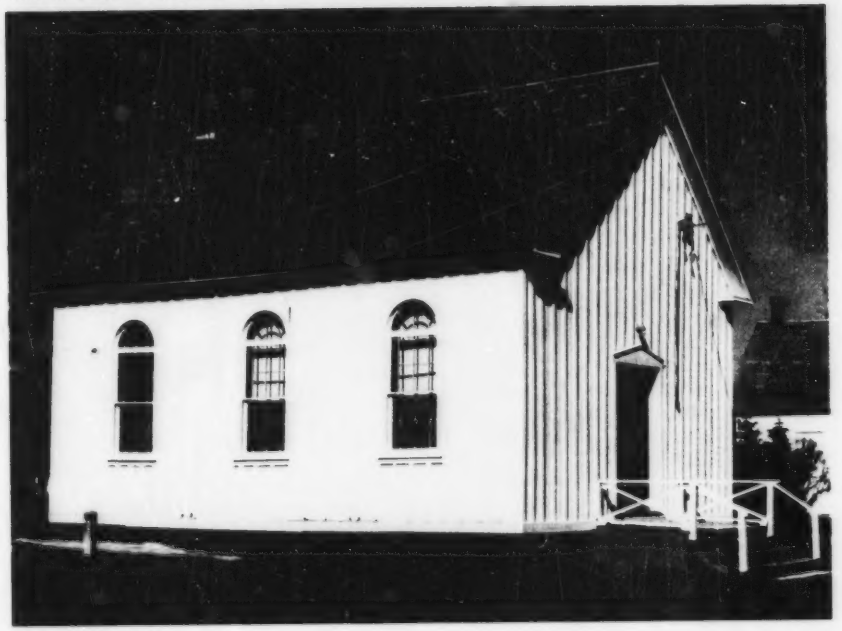
Before the first churches were built, spiritual sustenance was provided by the family Bible and the occasional visit of the "circuit riders". The first of these itinerant missionaries were Methodist clergymen who served both sides of the Ottawa River. 1834 marks the first appointment of a full time minister to serve the homesteaders of the Pontiac. In 1842 the first church in the parish of Clarendon, then including the area from Aylmer to Fort Coulonge, was erected at Shawville. It served the congregation of the Church of England, which by that time numbered well over a thousand members. In 1872 the German community at Thorne formed the first Lutheran assembly in the county.

For the past 100 years a spirit of revivalism has characterized the protestant churches of the Ottawa Valley. The Rev. Ralph C. Horner, a native of Radford, near Shawville, organized the evangelical Holiness Movement Church and Standard Church of America, which under his Bishopship spread throughout Canada and abroad.

Until the 20th century, however, a typical village in Pontiac County had one church — Anglican, Methodist, Lutheran or Roman Catholic. In most rural areas, there was segregation of Protestants and Catholics and people of different national origins, it being an ac-

Waltham United Pentecostal 27b

As soon as a community became settled and organized enough, a church was built.

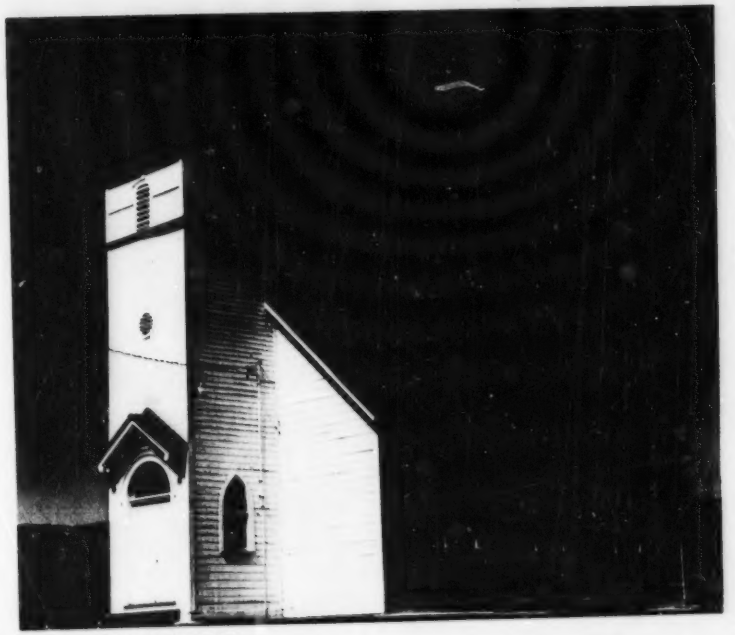


Danford Lake 27c

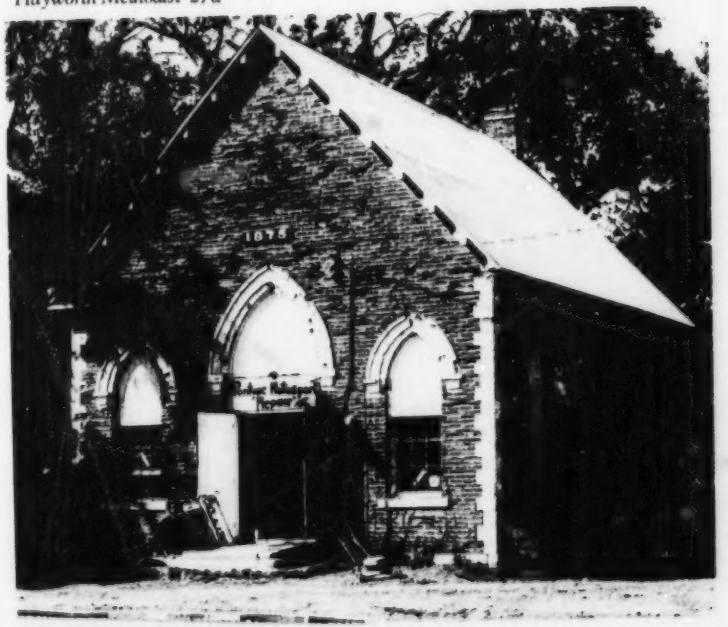
cepted immigration policy to encourage separate homestead settlements of particular nationalities and faiths. Today there are more than a dozen active Protestant denominations in Pontiac County. Due to the amount of labor necessary at home to support a family and the slowness of travel, there was not a great deal of contact between communities, some residents never travelling more than 20 or 30 miles from home during their entire lives. As soon as a community became settled and organized enough, a church was built. The church came to serve a social, as well as a religious function. The various auxiliary meetings, dinners and social occasions gave people a chance to rest from work and relax with one another.

The minister was a much respected figure, due not only to his moral authority and education, but also to the trials and sacrifice that accompanied his office. He shared in the joys of the growing families of his congregation and, in times of epidemics and hardships, provided the inspiration and solace that encouraged the settlers to persevere.

In the rolling hills of Thorne Township, about 15 miles north of the

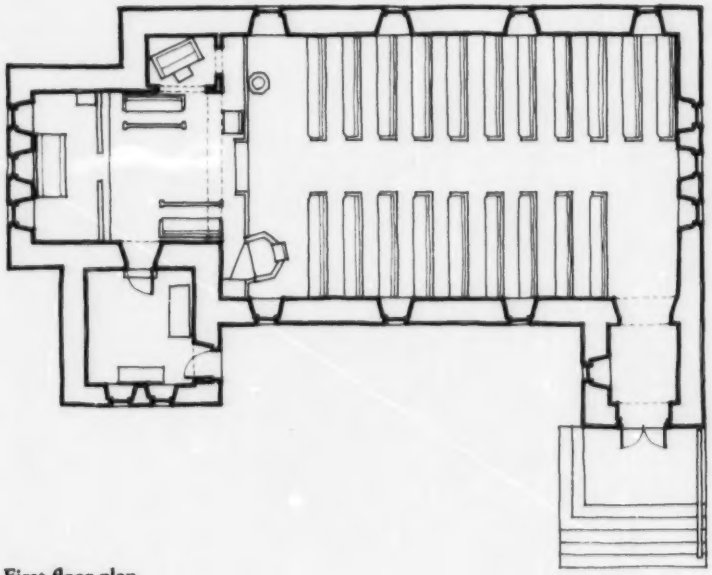


Hayworth Methodist 27d



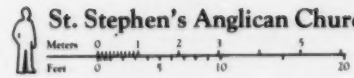
Eardley United Church 27e

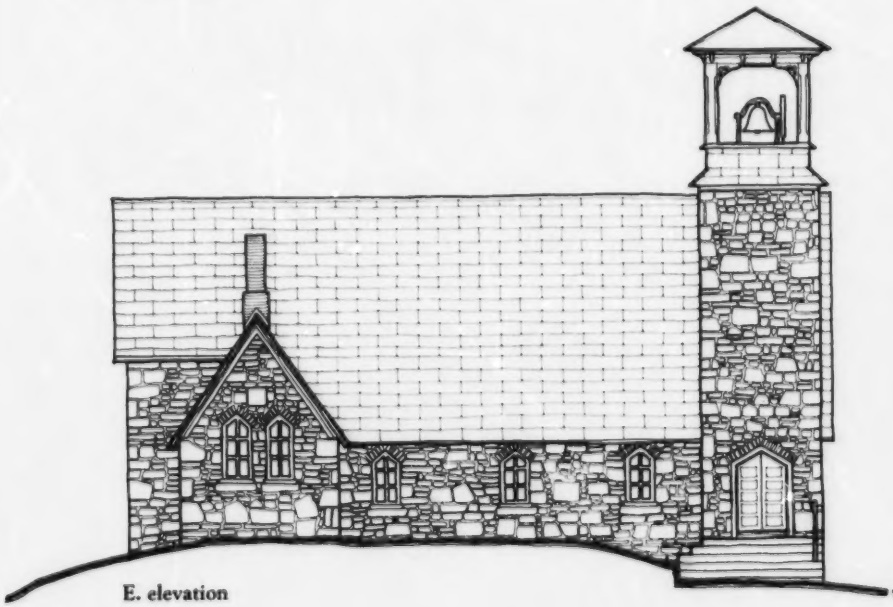
Ottawa River, the area called Greermount or Cole's Creek was settled by immigrants mostly from Ulster (Northern Ireland). Their church, St. Stephen's Anglican, is in many respects typical of the rural church which served local communities. Built near the site of an earlier log church, it was begun in 1881 and completed in 1886. The Rev. A. J. Greer visited the lumber camps and logging limits and collected $1030.70 towards the building fund for the new church. The construction was accomplished with much assistance from the parishioners. The stones were gathered high on Greer Mount and drawn by a team of horses down to the grassy hollow chosen as the building site. They are mostly granite and feldspar, hard rough stones deposited during glaciation, and vary in size from a few square inches to those having faces of three feet and larger. Blocky stones were chosen, cutting being limited to the squaring of corners and the removal of irregularities. The masonry, while not highly refined, is of solid and durable quality, and the building well reflects the character of the community it graces.



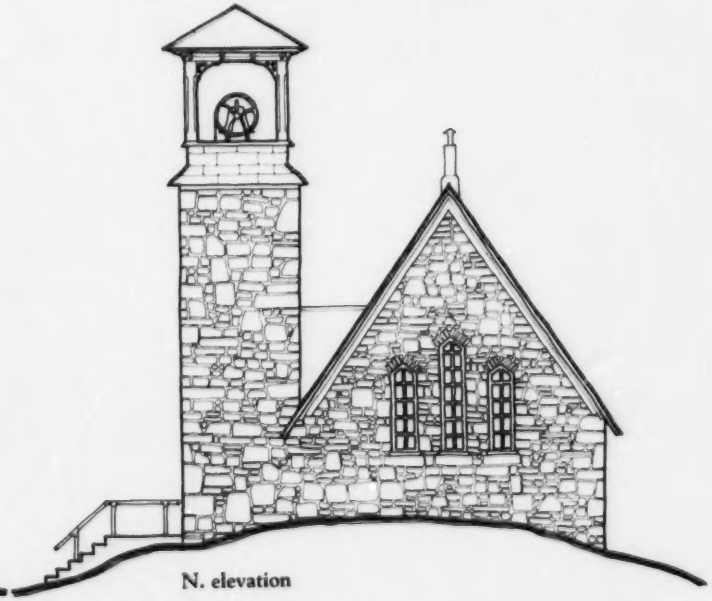
First floor plan

St. Stephen's Anglican Church, Greermount





E. elevation



N. elevation

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Postscript

The **Architectural Heritage of the Pontiac** was originally designed and constructed as an exhibit consisting of 36 printed panels. The exhibit was the result of seven months of work by a team of eight individuals interested in preserving some of the rich heritage of our area and in presenting it to the public in an informative and artistic manner. All the staff had previously been involved in building design and construction. The project co-ordinator is a professional designer, trained as an architect, and the various staff members are experienced in brick, stone, log, square timber and contemporary forms of construction.

The initial phase of the project, beginning in January, 1978, entailed an inventory of interesting buildings found in the county. Local mayors and historians were contacted for recommendations, and members of the staff logged hundreds of miles driving back roads and interviewing residents. The result was a preliminary selection of 450 buildings. These were located on a large master map and a photograph and brief data outline were filed for each.

Our next task was to reduce the original list to a figure suitable for the limits of the exhibit. As a result of much discussion among ourselves and consultation with local experts and professional historians, we agreed on 27 subject themes as a framework for the material.

These themes were chosen with the intent of illustrating the diverse ways of life in the Pontiac from earliest times to the present. Factors which influenced specific choices were: historical importance, aesthetic value, age and whether the building represented a typical style or possessed some unique characteristic.

During the following four months the elements of the exhibit were collected and prepared. Each building and theme was researched by the history and writing team. Invaluable aid was provided by local residents whose excellent ability to recall the past was extremely useful to us. Using the darkroom that was set up in Campbell's Bay, the photographers exposed and developed 5,500 prints, seeking to capture the feeling of each building. Meanwhile, the drafting team measured each building and site and worked on the finished drawings. Our artist visited the sites, did further historical research and sought to capture the buildings in a manner that would add a unique perspective to the exhibit. By August, 1978 this material had been translated, printed, reduced, blown up and assembled in final form.

The exhibit toured Québec and eastern Ontario and was enthusiastically received wherever it was shown. From the time the exhibit began to take shape, we were aware that this material could be advantageously reorganized in book form. We received continuing encouragement from historians, designers and the general public, and in June 1979 the work of redesigning the format began. All the original material from the exhibit has been included in this volume, with the addition of the color photographs and some supplementary historical information which came to light after the exhibit was printed.

Credits & thanks

Pontiac Heritage Group

Philip Gabriel:	**design, architectural drawing, photography, and co-ordination**
Peter Ruppell:	**research and writing**
Marilee DeLombard:	**research and writing**
Lise Lauriault:	**research, writing, and bookkeeping**
Joseph Newport:	**architectural measuring and drafting**
Phillip Van Horn:	**photography and co-ordination**
Norbert Senf:	**photography**
Elke Bzdurreck-Wills:	**art and illustration**

Special Help and Financial Support

This book was made possible with the help of many organizations and individuals. The project was encouraged and nurtured by Rosaleen Dickson, editor of the Pontiac newspaper, *The Equity*. Money for the research and the production of the travelling exhibit was provided by a grant from the Canada Works Program, sponsored by the Conseil régional de développement de l'Outaouais (C.R.D.O.). Pierre Louis Lapointe, the regional archivist for the ministère des Affaires culturelles, was a constant advisor and organised the funds for making the exhibit through a grant from the Direction générale du patrimoine. Rolf Latte, heritage officer for the National Capital Commission, gave much architectural advice and arranged a grant for the translation into French. The Canadian Inventory of Historic Buildings, Parks Canada, provided assistance in the research. After the exhibition was completed, the staff of the Direction générale du patrimoine organized and financed the production of the book. Finally, the people of Pontiac County deserve the greatest thanks for recalling the history and preserving the buildings that are presented here.

The quotations from *What Men They Were* are reprinted with the permission of the author, S. Wyman MacKechnie, and the publisher, Dickson Enterprises.

Martin Adams, Portage-du-Fort
Amelia Arbic, Campbell's Bay
Romeo Arbic, Campbell's Bay
Lloyd Armstrong, Clarendon
Melvin Armstrong, Shawville
Delmer Barber, Bristol
Lorney Bechamp, Pontiac West
L. P. Berard, Tancredia
Suzanne Bernier-Héroux, Québec
Mr. & Mrs. Larry Black, Campbell's Bay
Bonanza Inn, Rapides-des-Joachims
Rev. Harry Boukett, Shawville
Richard Bowie, Campbell's Bay
Maurice Boyer, Ladysmith
Howard Brandston, New York City
Billy Brennan, Sheenboro
Gustav Bretzlaff, Otter Lake
Mr. & Mrs. Lars Bretzlaff, Schwartz
Maynard Bretzlaff, Ladysmith
Gertrude Brosseau, Portage-du-Fort
Michel Brunet, C.R.D.-O., Hull
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